



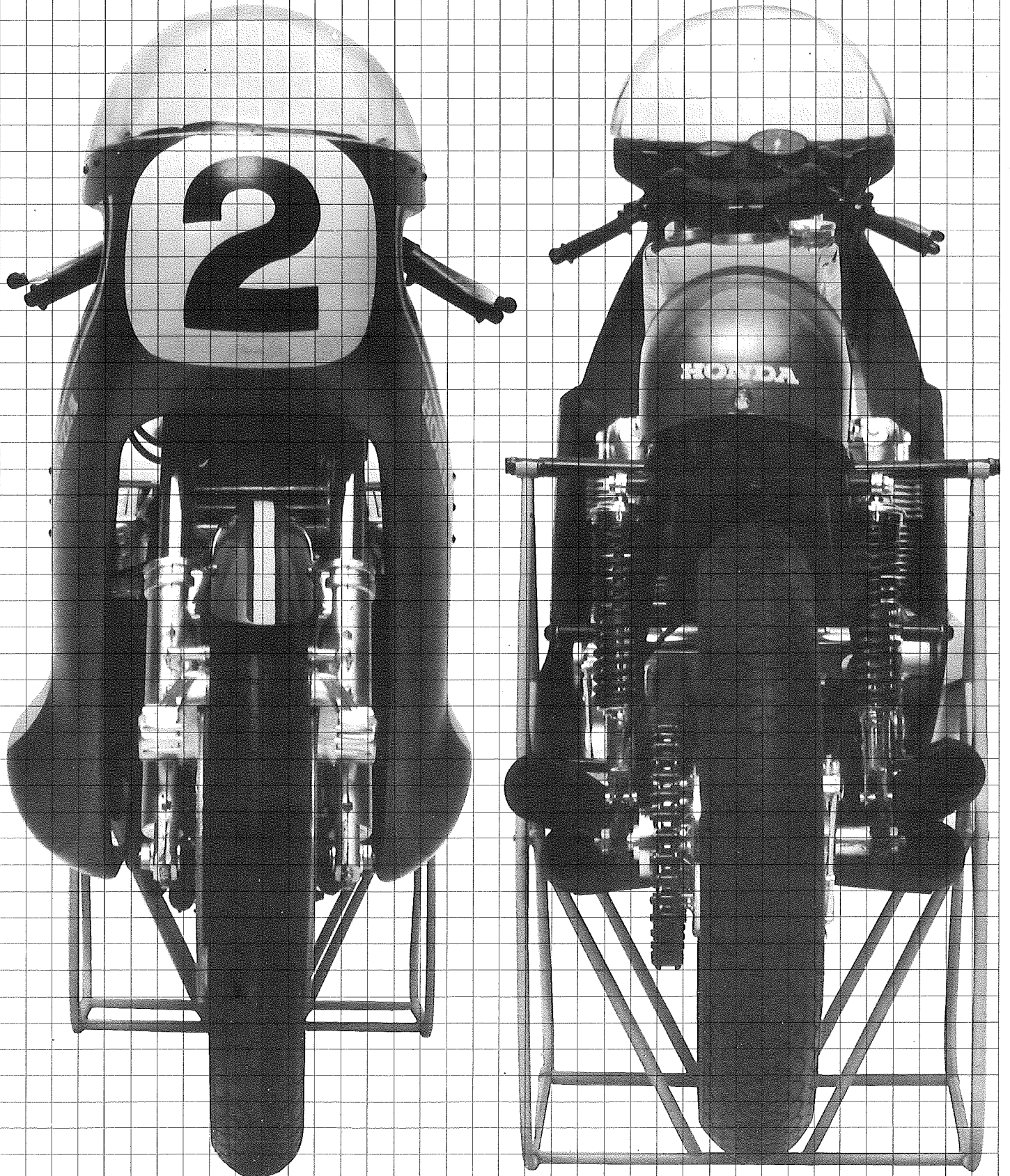
# HONDA CB750 RACING TYPE

## 1:6 SCALE

SUPER DETAILED HONDA OHC FOUR CYLINDER ENGINE  
REALISTIC FRONT & REAR SUSPENSION  
PLENTIFUL METAL PARTS  
SUPER DETAILED SEMI-PNEUMATIC RUBBER-LIKE TIRES

## BIG SCALE 3

TAMIYA  
TAMIYA, INC.  
3-7, OHDAWARA, SHIZUOKA-CITY, JAPAN

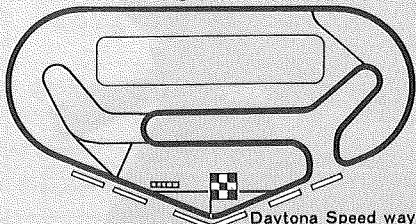


# HONDA<sup>®</sup>

## CB750 RACING TYPE

### EXPLANATORY ARTICLE ON THE HONDA CB750 RACING TYPE MOTOR CYCLE.

On the last lap but one, the Triumph Trident 750 was running in second place, in hot pursuit of the leading Honda CB750. Although during the 34th lap, when the Race was 2/3rds run, the Honda, which had a lead of 23 seconds over the Triumph, the margin was then reduced to only 14 seconds. Furthermore, the Honda kept emitting white smoke from its exhaust pipes and the engine sounded a little unhealthy, so it can be well understood that on the last lap the crowd were on their toes to watch the outcome. It was the Honda that appeared first at the last corner, but because the rider was nursing his engine, the machine slowed down and was six seconds late on the last lap. But in spite of this the Honda passed the checkered flag in first place with the respectable margin of 8 seconds over its rival, the Triumph, which came in second.



This was the thrilling moment when the Honda CB750 won the Championship at the Daytona 200 Mile Race, which is the world's greatest Production Machine Race, and it was held on the 15th March, 1970.

### HONDA AND MOTOR CYCLE GRAND PRIX RACING.

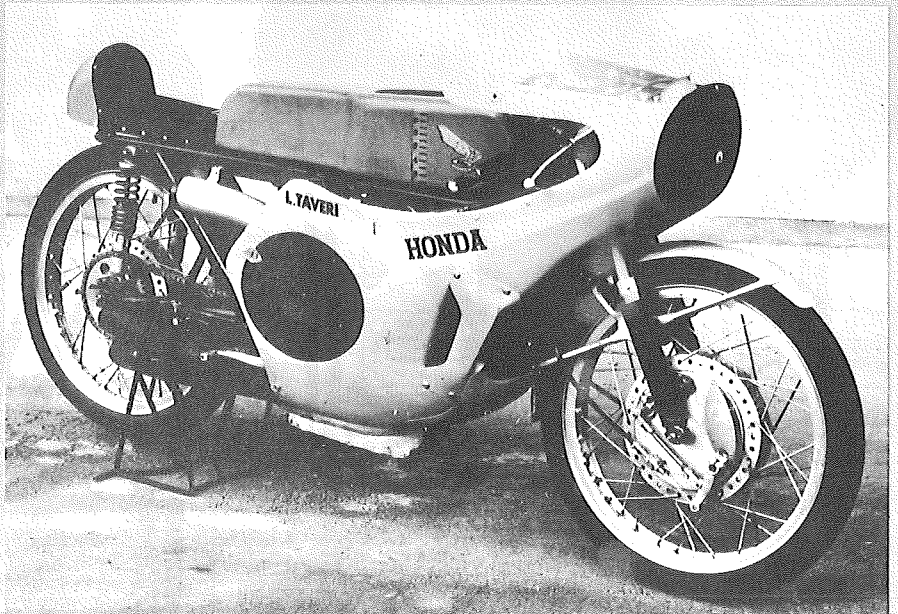
The names Honda or Suzuki are quite common in Japan, and it is said that when a Japanese with one of these names is abroad he will often be asked "Are you related to the Motor Cycle Manufacturer?". He will probably answer "No", but he will still receive unexpected kindness and civility, because Japanese Motor Cycle Manufacturers' names are extremely well known throughout the world. This is because they have been taking active and leading roles in International Races. In 1959, Honda entered and participated in the T.T. (Tourist Trophy) Race held in the Isle of Man, Great Britain. This was the first time that a Japanese Motor Cycle Manufacturer had participated in a Grand Prix Race. It was also, of course, the first such participation by the Honda. Only twelve short years before this event, the Honda Company was established, namely in 1948, and obviously the Japanese Racing World was then still in its infancy. In those far off days, Kunimitsu Takahashi, Moto Kitano and Tetsu Ikusawa, who today rank amongst the top Japanese drivers of racing cars, made their debut as young men on racing motor cycles. In the 3rd Mount Asama Durability Race held at the famous high speed test course of that name, which, incidentally, is built at the foot of Mount Asama in the Nagano area, they took part in the second All Japan Clubman Race. However, the Asama Course was not very good by today's standards. It was a dirt track, made of hardened soil mixed with volcanic ash, and had no facilities worthy of the name. With only this experience behind them it was indeed a very bold decision for Honda to have entered an International Grand Prix Race. The T.T. Race in the Isle of Man is probably the most important event of the Motor Cycle Grand Prix Races, and has a very great tradition. It was first held in 1907 and has continued yearly since then, except for the years of the First and Second World Wars. This attempt of Honda's was rewarded with great success. Of the five machines in the Honda Team, four of them rated 6th, 7th, 8th and 11th respectively, and Honda therefore received a Manufacturer's Team Prize. Except for the above mentioned Race, Honda did not participate in any other events during 1959. It was in the following year, 1960, that Honda began to enter Motor Cycle Racing in earnest. Aiming at the 125cc and 250cc Classes, Honda entered six Races out of ten held during that year. Taking the Manufacturer's Championship for the total Races held

that year, Honda ran 3rd in the 125cc Class and 2nd in the 250cc Class. They were, however, not able to win a victory in any of these six Races, as the M.V. Augusta of Italy proved superior. It was in 1961 that the Honda machines really began to show their worth. Also, in that year, M.V. Augusta announced their retirement from competition racing, saying that they retired as undefeated champions. There was a rumour that Honda's considerable activity in the races of the preceding year caused M.V. Augusta to take this decision as a means of defence so that their glory should not be diminished. In fact Honda did show great superiority in the 1961 Season, bettering most of the other Manufacturers' Course Records. Of 11 Races run in all, Honda gained 8 Championships in the 125cc Class and 10 in the 250cc Class, thus becoming the Champion Manufacturer. In 1962, Honda obtained the Championships for the two Classes at all the Races except the Argentine Grand Prix, which they did not enter. In those days, the other Japanese Motor Cycle Manufacturers, Yamaha and Suzuki, also entered the racing field, and Japanese machines held an unrivalled position of supremacy in Grand Prix Racing. It was in 1966 that Honda achieved a complete victory in a Grand Prix Race, winning the Manufacturer's Championships of all Classes from 50cc to 500cc. Thus, the very high performance of Honda Motor Cycles was established all over the world. After 1967, however, Honda made the decision to withdraw from Motor Cycle Grand Prix Racing. During the nine years between 1959 and 1967, Honda had a brilliant record of Manufacturer's Championships as follows: TWICE in the 50cc Class, THREE TIMES in the 125cc Class, FIVE TIMES in the 250cc Class, SIX TIMES in the 350cc Class, and ONCE in the 500cc Class. Honda gained not only a great reputation from these Races, but also gained great experience of advanced techniques in these fields. Honda once said "A Race is something like a mobile laboratory". On seeing Honda's marvellous 6 cylinder parallel DOHC 250cc machine being overhauled in preparation for the T.T. Race in the Isle of Man, an English Journalist referred to it as "A running precision machine". He said "Only those who have seen with their own eyes the machine being overhauled, will easily understand why they need dial gauges for precision measurement, and why they have to use magnifying glasses and tools suitable for watch making. It is nothing but a precision machine". The displacement per cylinder was less than 42cc and the size of the piston was about the same as a hen's egg. Four exhaust and inlet valves and one sparking plug are mounted on a narrow cylinder head which is only 39mm in diameter. This section had to be

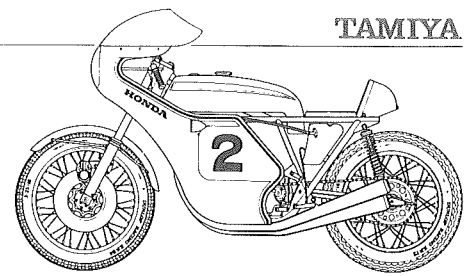
assembled after the four valves were fitted, and had to be carried out to a tolerance of only 1/100th of a millimetre. This had to be done with a special dial gauge. If there was any fault in this assembly the valves would either hit the piston or bend. The opening and closing of the valves was measured in tenths of millimetres. The engine revved at nearly 20,000 r.p.m. The 5 cylinder engine of 125cc was even smaller. It had four valves on each cylinder head, which was only 35.5mm in diameter. Thus it can readily be imagined how delicate was the maintenance and repair of these engines. During these years the machines made remarkable progress. The 2RC 143 of 125cc capacity appeared in the 1961 Season, and was a forward-slanting, parallel two cylinder engine, which was said to have a maximum of 23 b.h.p. at 14,000 r.p.m. and a maximum speed of over 180 km/h. The RC149 of 1966, which had a forward-slanting parallel, five cylinder engine of the same 125cc class, had a maximum output of 34 b.h.p. at 20,500 r.p.m. and a maximum speed of over 210 km/h, a performance far beyond that of comparable large capacity competitive engines. Honda's engines became famous for very high power output through extremely high revolutions. An automobile engine having an output of more than 100hp per litre is very acceptable as a racing engine. The output per litre of Honda's 125cc engines is much higher, 184hp. in the case of the 2RC143, and as high as 273hp. in the case of the RC149. Whilst the revolutions per minute of the Formula 1 Car engine is about 15,000, that of the Honda 50cc and 125cc engines is far over 20,000. Such very high speed engines make quite a unique exhaust sound. When two or three Honda 5 cylinder machines are revving up their engines, it is said that the noise reminds one of a noisy kennel with a large number of large dogs in it.

**THE CB750**

Because of the reputation obtained through Motor Cycle Grand Prix Racing, and the excellent machines manufactured on the basis of experience gained, Honda became more popular in foreign countries, especially in the United States, a very big market for Motor Cycles, where they achieved overwhelming popularity. It was, however, limited to machines of small and medium engine displacements. The heavy motor cycle market was dominated by the British Manufacturers, such as Triumph, B.S.A. and Norton, West Germany's B.M.W., and Harley-Davidson of America. It was in order to compete in this market for heavy Motor Cycles that Honda introduced the CB450 in 1965. This machine was equipped with a parallel 2 cylinder DOHC engine of high efficiency. The machine had a maximum speed of 180 km/h and S.S. 1/4 mile acceleration time of 13.2 seconds. These performance figures

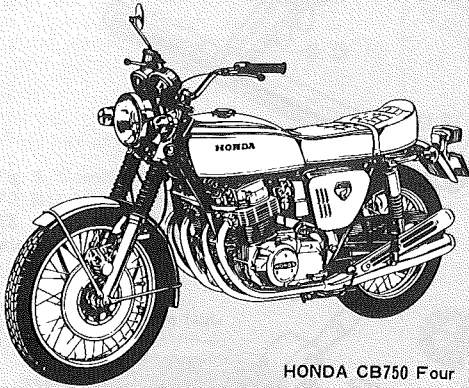


HONDA 125cc. G.P. Machine 1966 Year Model RC149



By The Courtesy of

- HONDA MOTOR CO.
- HONDA RESEARCH & DEVELOPMENT CENTER
- HONDA RACING SERVICE CLUB
- THE MAGAZINE "AUTO-BY" PUBLISHER MOTOR MAGAZINE CO.



HONDA CB750 Four

were the equal of, and in some cases superior to those of the competitive larger engined motor cycles. 450ccs however, was still only 450ccs, and therefore it was said that the CB450 was lacking in the prestige peculiar to the heavy machines. Therefore, the CB450 did not really threaten the large displacement motor cycles of Europe and the United States. So, in 1969, Honda released their first heavy machine, the CB750. The engine was a parallel 4 cylinder one, rarely seen in Motor Cycles, and employed an SOHC valve mechanism. It had an overwhelming performance, as follows:-

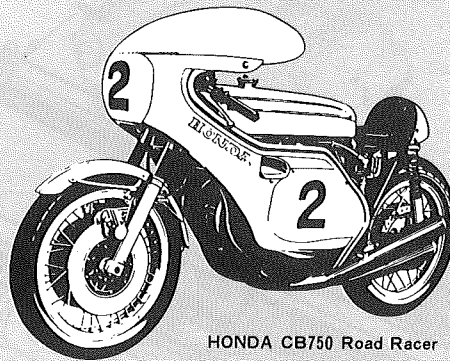
Maximum output of 67 b.h.p. at 8,000 r.p.m.  
Maximum speed of over 200 km/h, and S.S. 1/4 mile acceleration time of 12.4 seconds. In addition, it had outstanding road holding and manoeuvrability because of its very strong, double cradle frame and excellent suspension system. It was an extremely safe machine, this being symbolised by its large, front disc brake. The CB750 is an extremely sophisticated, high performance Motor Cycle, manufactured on the basis of the latest and highest techniques, and it enjoys overwhelming popularity in the United States as well as in Japan.

#### THE DAYTONA 200 MILES RACE.

On the release of the CB750 in 1969, Honda again resumed Racing activity. Not, however, in a Grand Prix Race but in a Production Machine event for hotted-up versions of standard machines. Firstly, Honda secured a great victory with a special version of the CB750 at a Production Machine Race held in Bordeaux France. They then entered four CB750s in the name of American Honda in the Daytona 200 Miles Race, which is referred to as the world's greatest Production Race event, held on the 15th March, 1970. This Race, which has a long tradition, had originated in 1937, and the Race in 1970 was the 29th of the Series. The restriction of displacement and type of engine, which had been strictly enforced in 1968 was relaxed in 1969, and therefore an increasing number of machines from Japan, England and the rest of the world came to compete in this Race. The course was the famous Daytona Speedway, used for the 24 Hour Car Race. The four machines of the Team were modified by the Honda Research & Development Centre, and they were ridden by the following well known riders: Ralph Bryans and Tommy Robb from Ulster, Bill Smith from England, and Dick Mann, the veteran American. It will be seen that Honda considered this Race to be very important by the fact that Mr. Yoshio Nakamura, former Manager of the Honda F1 Team, appeared as Team Manager. The qualifying practice laps were conducted in competition for the highest speed, on a banked, oval course-actually the outer course of the Daytona Race-track. In these practice laps the first place was taken by Triumph. The Honda Team was unsuccessful on account of trouble with the duplex chain driving the cam shaft, which broke, at high speed. Nevertheless, Dick Mann managed to hold 4th place, although another of the Honda machines, ridden by Ralph Bryans, crashed and burned.

In the actual Race, Mann made a good start and the engine sounded very healthy. On the Second Lap, the Triumph came into the lead. Ralph Bryans came successfully through the field, but his cam shaft chain broke. He therefore had to

retire, as did Tommy Robb in the 12th Lap. Honda, therefore, had to rely on Dick Mann alone. The order, when the Race was a quarter through, was Triumph, Suzuki 500, Honda, Harley-Davidson. Then the Suzuki 500 overtook the Triumph, and was in the lead until the 99th mile, but it had to retire through the engine overheating, due to a blockage in the fuel system, which is fatal to a 2-stroke engine. Then the Triumph regained the lead, but had to retire on the 31st Lap because of engine trouble. At last, the CB750, ridden by Dick Mann, took the lead for the rest of the Race. The Triumph came back into the battle. However, in spite of the fact that Dick Mann had to treat his engine gently because of threatened chain trouble, he passed the checkered flag first, with a margin of eight seconds over the Triumph. Dick Mann had achieved a bril-



HONDA CB750 Road Racer

liant victory, in particular, a new Course record of covering the 3.81 miles (6.1 kms) Course 53 times, i.e. 200 miles, in 1 hour, 57 minutes and 13 seconds, which is an average speed of 102.69 m.p.h. (164.31 km/h.)

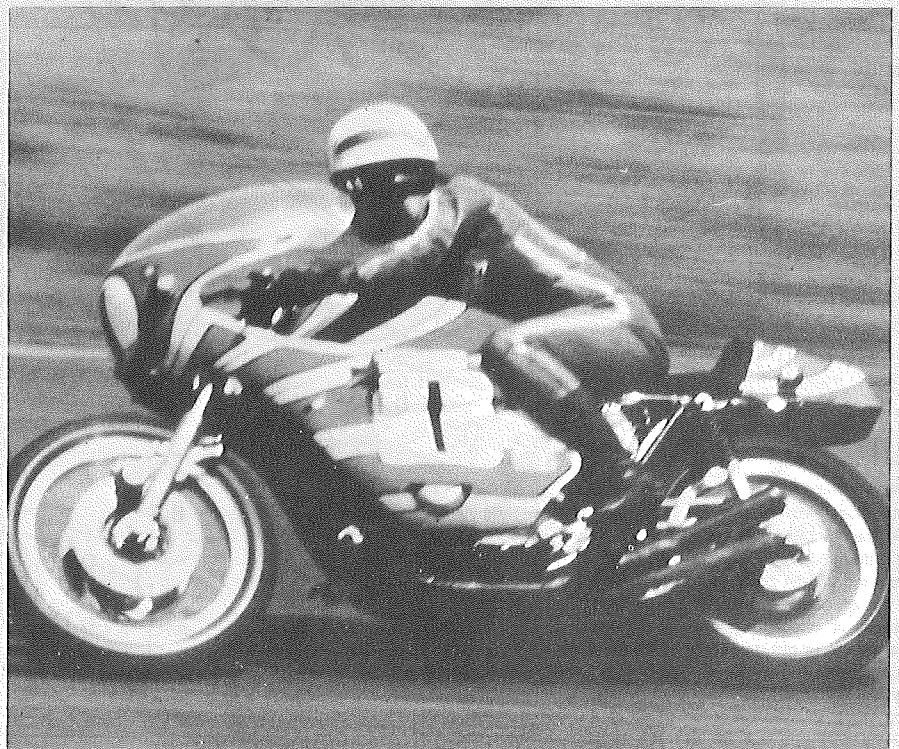
#### THE CB750 RACING TYPE.

The CB750 is basically different from racing machines manufactured solely for racing, such as the RC149. It is made as a road racer with a higher performance, and this is the only difference between it and the marketed version. The engine itself looks exactly the same as on the standard machine, but most of the essential parts are quite different. The valves are made of light, heat resistant titanium, and the crank

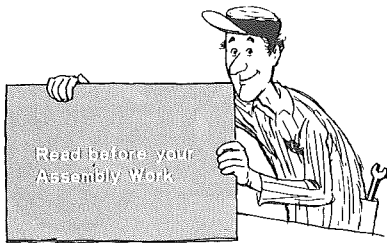
shaft is specially lightened and balanced. The racing type has only two piston rings per piston, compared with three for the standard machine. The cam shafts and cylinder heads of the Racing type are made of high duty, light alloys, and it also has four Keihin CR Type carburettors. These are of the same type used in the former G.P. machines. The Racing type also has a greater capacity oil tank, this being increased from 3.5 litres to 4 litres, and because of the increased performance, an oil cooler is mounted under the petrol tank. The weight of the frame has not been greatly reduced, and essential parts such as the steering head and the swing arm bearings have been reinforced. The wheel rims are made of aluminium alloy instead of steel, and are about 20% lighter because of this. Because brakes are used to a greater degree in racing, the front wheel is equipped with the double disc brakes, rear is two leading trailing type from standard CB750's single disc and leading trailing. In addition, an air scoop is used for cooling rear brake. The CB750 Racing type is fitted with the famous Dunlop Racing tyres, which are known for their triangular section. They offer low running resistance and therefore allow the machine to quickly obtain high speeds, because only the apexes of the triangles touch the ground when the machine is running straight. When cornering, the sides of the triangles come into contact with the ground, increasing the area of contact and thus preventing side slip. A dropped handlebar of a different type is employed, so that the rider can be in a prone position. The total weight of the CB Racing type is 160 kgs. compared with 202 kgs. of the original. The engine output has been increased from 67 h.p. at 8,000 r.p.m. to over 95 h.p. at 9,500 r.p.m., and the maximum speed is said to be over 240 km/h. This excellent performance is almost equivalent to that of a Grand Prix Racer, and the CB750 Racing type has gained a number of victories, not only abroad but also in Japan.

#### ESSENTIAL SPECIFICATIONS OF CB750 RACING TYPE.

Fuel Tank: 27 litres Oil Tank: 4 litres  
Handlebar Diameter: 50 mm  
Brake: Front - Double-disc brake made by Akebona  
Rear - Two-leading brake.  
Overall weight: 160 kg.  
Engine: SOHC Parallel 4 Cylinder  
Maximum power: Over 95 h.p./9500 r.p.m.  
Maximum speed: Over 240 km/h.




HONDA CB750 Four at Suzuka 10 Hour. 1971



★This kit can depict 2 versions of the Honda CB750 racing. Select either (1970 Daytona 200mile race winner version / Japanese domestic race version) prior to commencing assembly (refer to package art and painting guide on page 13). Read instructions carefully and note the difference of shift/brake pedal and slide decals between the 2 versions. Note not to misidentify small parts. If needed, temporarily attach parts without cement for confirmation.

★Modeling knife, screwdrivers and sidecutters are required.

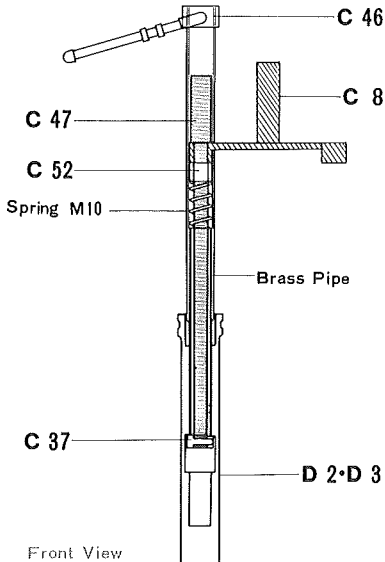
★In the instructions, portions that instant cement would be used have been indicated by a blue icon.

★See the colour specification in the parts list. Parts to be the same in colour should be painted at a time after they have been assembled. Be sure to assemble all the parts in the order shown in the figures.  means that the specified colour should be applied.

★Painting is illustrated in page 13 and parts figures.

Fig. 1 Construction of Front Fork.  
First, fix C8 to, and pass C47 through, Brass Pipe M2. Put C52, Spring M10 and Brass Pipe M3 into M2. Then, fit C37 into the hole at the lower end of C47. Glue D3 and D2 together, with the hole of D3 just upon the hole at the end of Brass Pipe M3. Also glue D1 and D4 together in the same way.

(Structural Drawing of Front Fork)



Front View

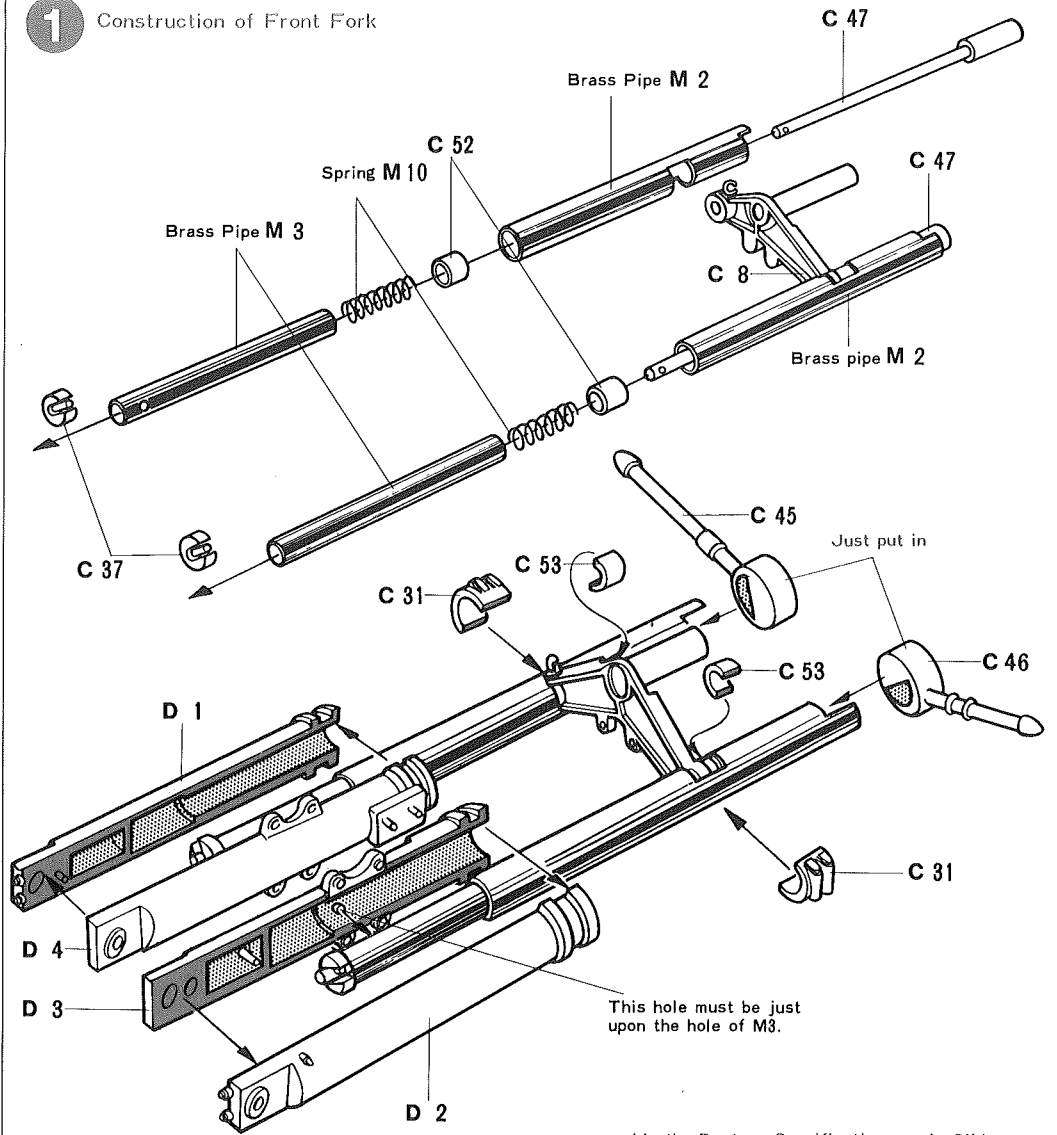
## PAINTING

Timing of painting:

Key to fine finish of those parts which should be painted in a same colour is to paint them after they have been constructed. When portions to be painted are either smeared with overflow adhesives or unevenly jointed, file those adhesives off, or get uneven portions even with good filing.

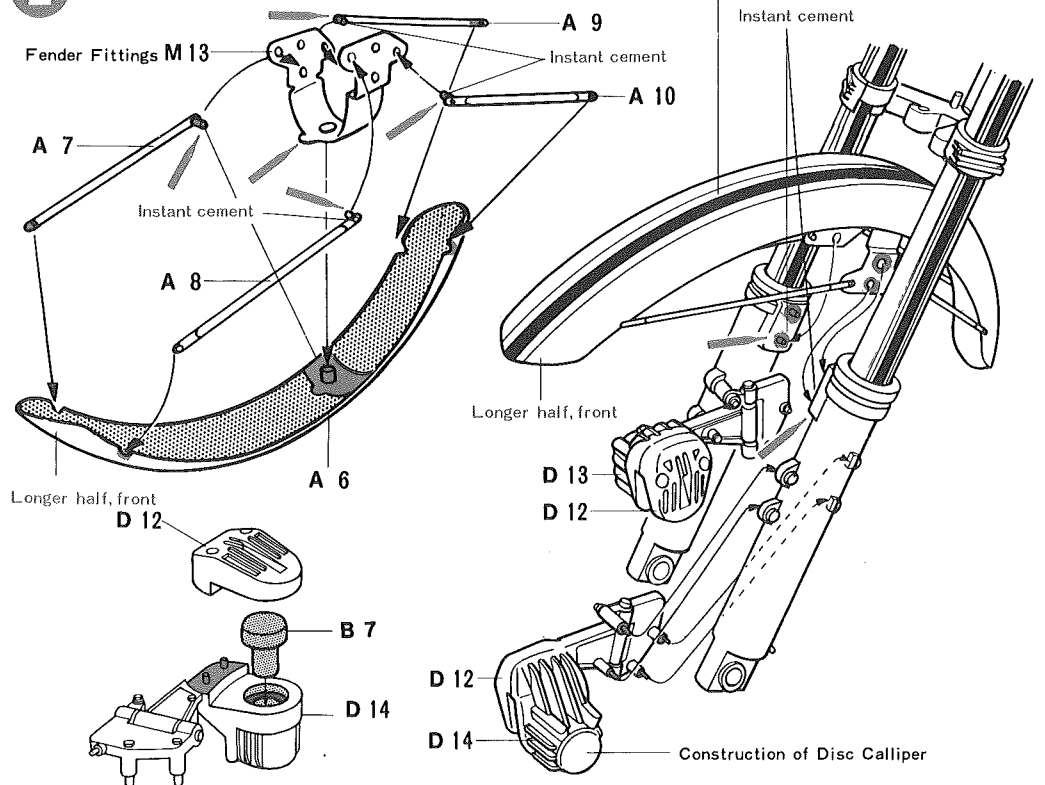
Do your assembly work scrupulously, paying close attention even to fixing of a small vis and you will be assured of a splendid model.

## 1 Construction of Front Fork



## 2 Fixing of Front Fender and Disc Brake

★In the Daytona Specifications, apply Slide Mark onto Front Fender before it is fixed to Front Fork.



★Use Measure below

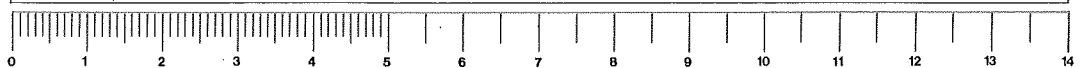
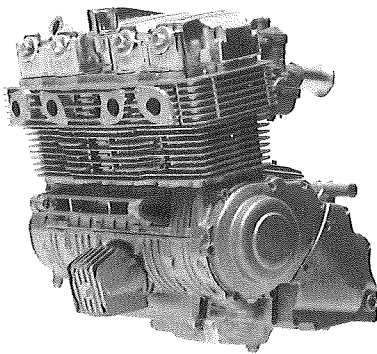


Fig. 3 Construction of Engine 1  
Glue E5 and B11 onto Cylinder Head E6. Then, glue Plug Carriers J11, J12 and J13 onto E6.

Fig. 4 Construction of Engine 2  
Assemble cam cover, cylinder and crank case. Then, put each unit together. Make sure to attach C35. Attach oil element (E7, C20) after putting engine onto frame.

Fig. 5 Construction of Engine 3  
Fit B17 into the hole of Clutch Case E8. A vinyl cord will be fixed to B17 later. Fix Cam Breather Pipe in place.



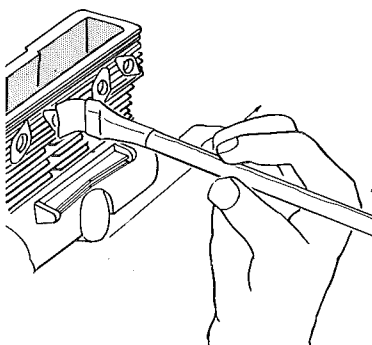
Picture of Completed Engine

★Length of Cords  
Cut Cords in lengths listed below in advance. Use Measure at the bottom of page 4.

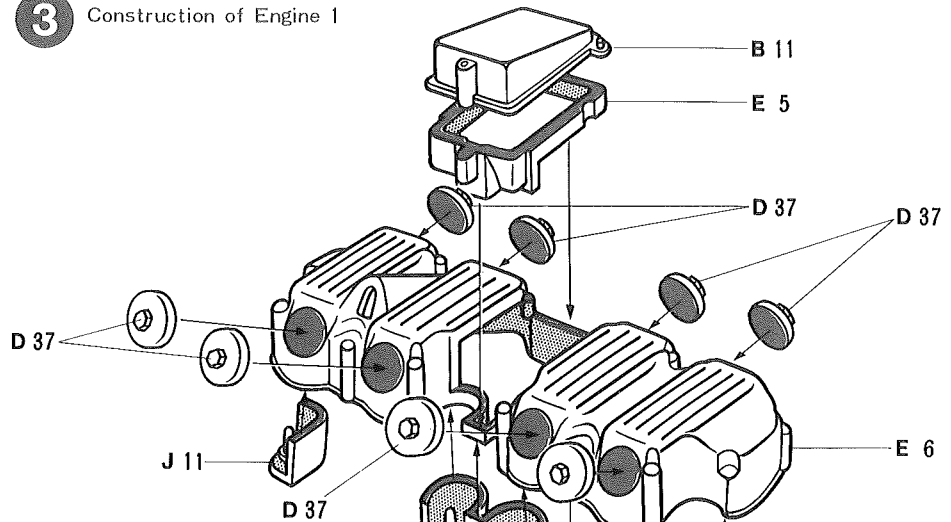
〈Thin Vinyl Cords〉 M15	
1. Throttle Cords (two):	15 cm
2. Clutch Cord:	21 cm
3. Tachometer Cord:	11 cm
4. Oil Pressure Gauge Cord:	18 cm
5. Front Wheel Brake Cords:	3.5 cm
(two)	7 cm
6. Rear Wheel Brake Cords:	15 cm
(Japanese Specifications)	9 cm
7. Plug Cords: (outside two)	6 cm
(inside two)	5 cm
8. Fuel Pipe (two)	2.7 cm
(two)	1 cm
〈Thick Vinyl Cords〉 M14	
1. Oil Hoses:	5 cm
	16 cm
	10.5 cm
2. Cam Cover Breather Pipe:	9.5 cm

## PAINTING

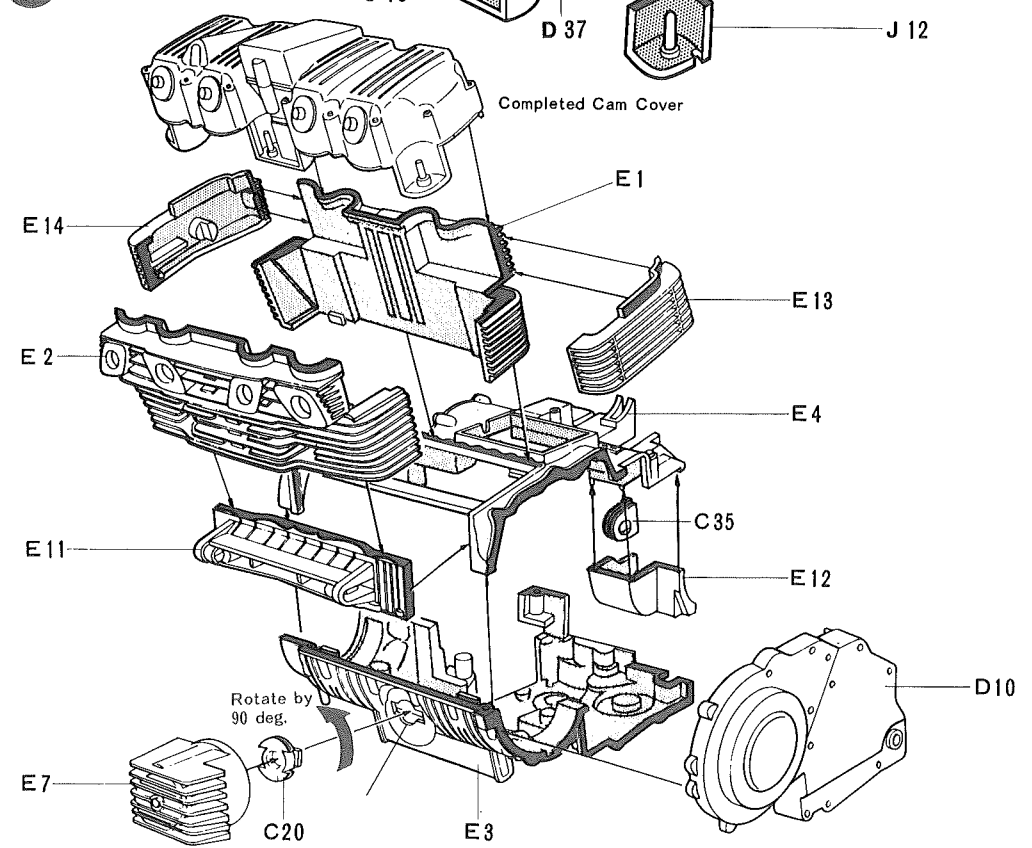
Painting of Engine  
The body of Engine is made of casting, Rub slightly dry Silver over the surface.



### 3 Construction of Engine 1



### 4 Construction of Engine 2



### 5 Construction of Engine 3

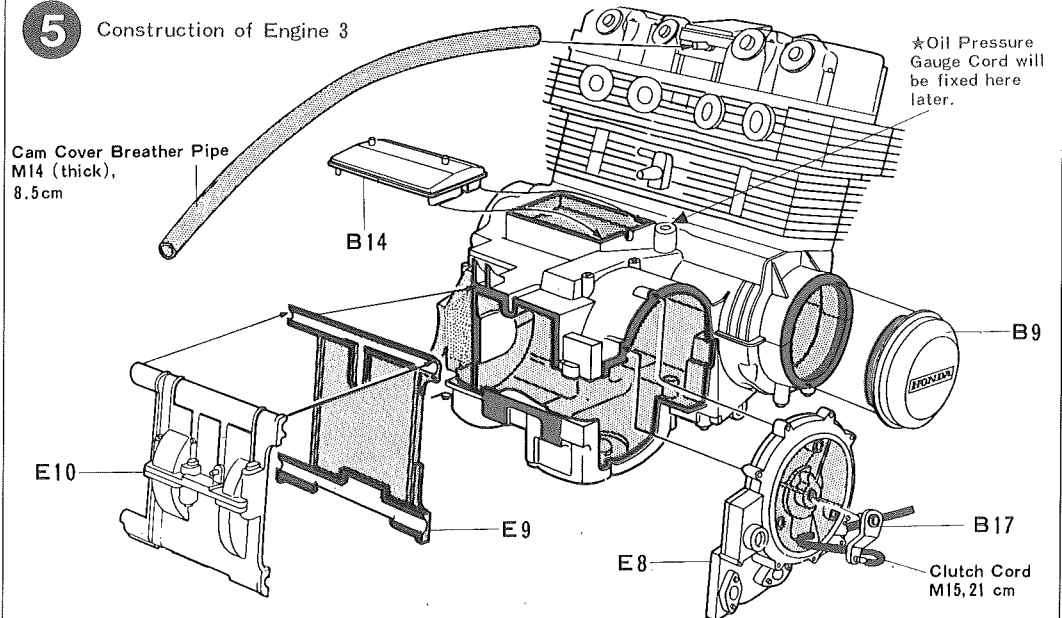
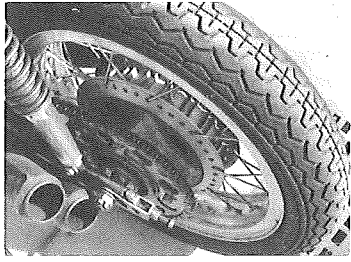


Fig. 6 Construction of Wheels  
Construct Wheels as shown in the figure at right. Paint the letters on Tyres white.

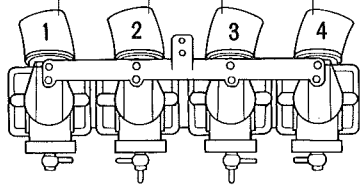
Fig. 7 Construction of Carburettors  
Four Carburettors have to be constructed. Be careful of parts numbers given in the figure. D18 should be fixed between the two center Carburettors. Insert the pins of D18 into the holes of D39.

See picture below

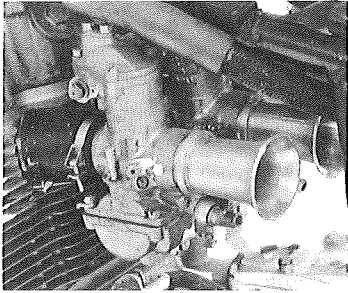


(Structural Drawing of Carburettors)

C29·C30 C27·C28 C25·C26 C23·C24



See picture below



(Structural Drawing of Rear Damper)

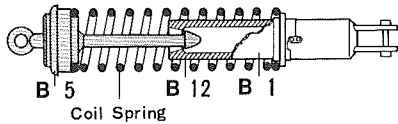
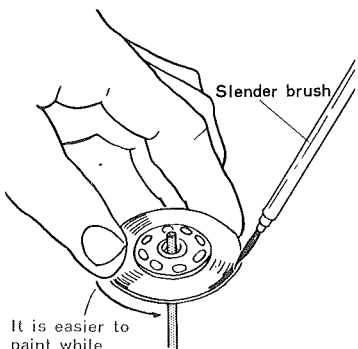


Fig. 8 Construction of Rear Damper  
Glue B1 and B12 together, into which insert Spring M1 and B5.

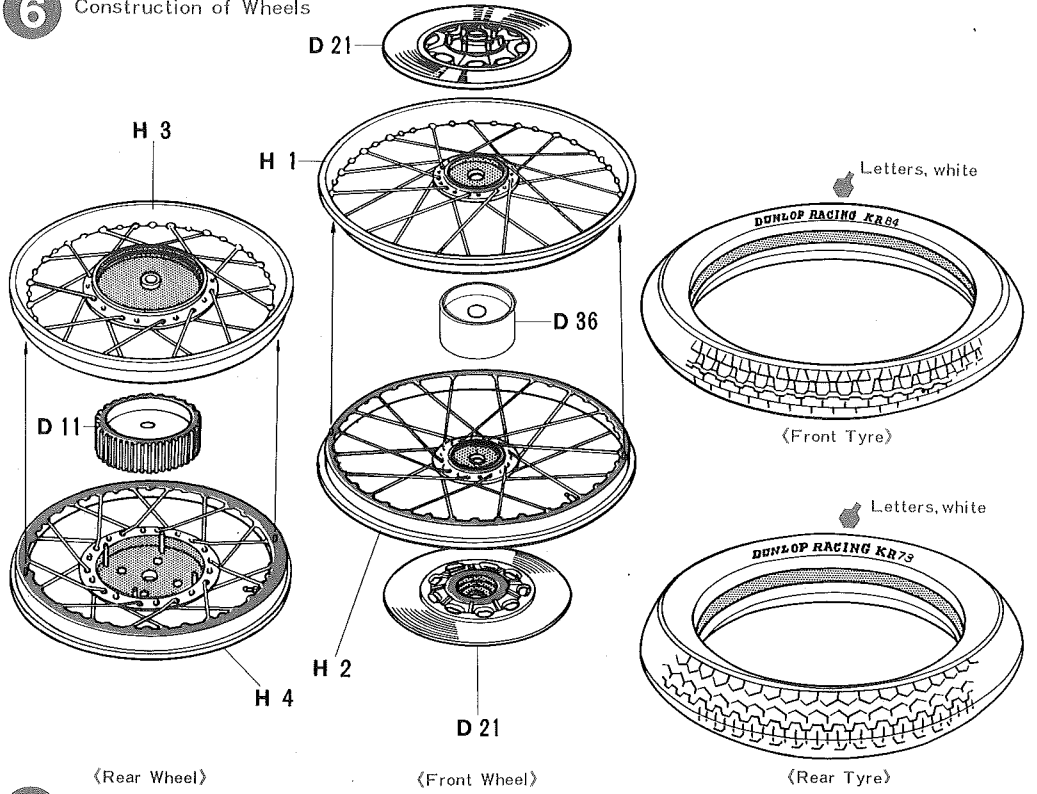
## PAINTING

Painting of Disc Brake  
Paint Brake Shoe Line in Chrome Silver while rotating Disc.

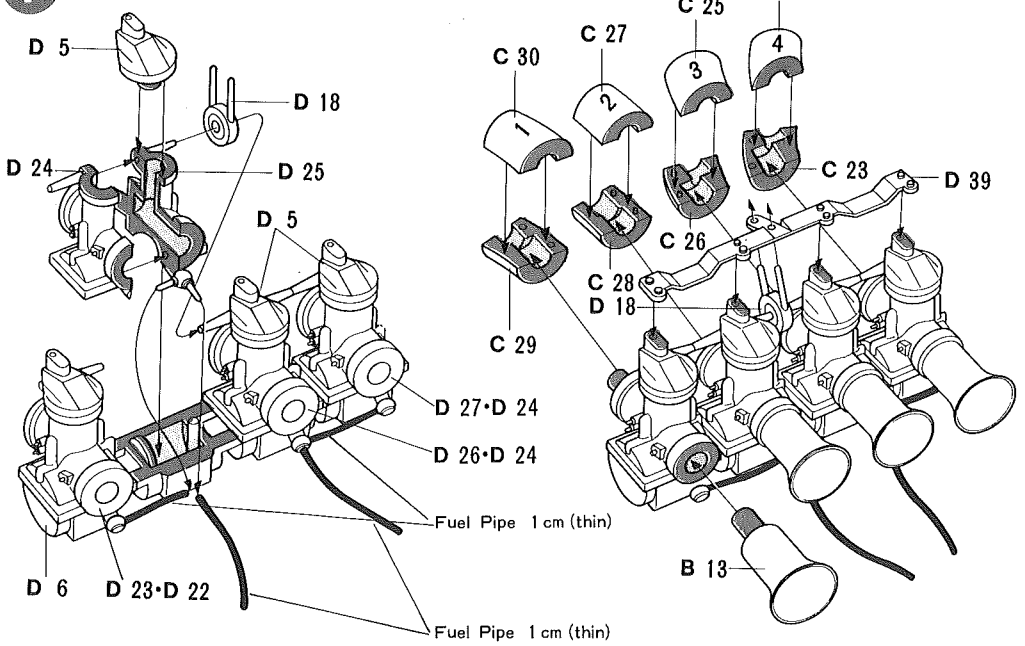


It is easier to paint while rotating Disc.

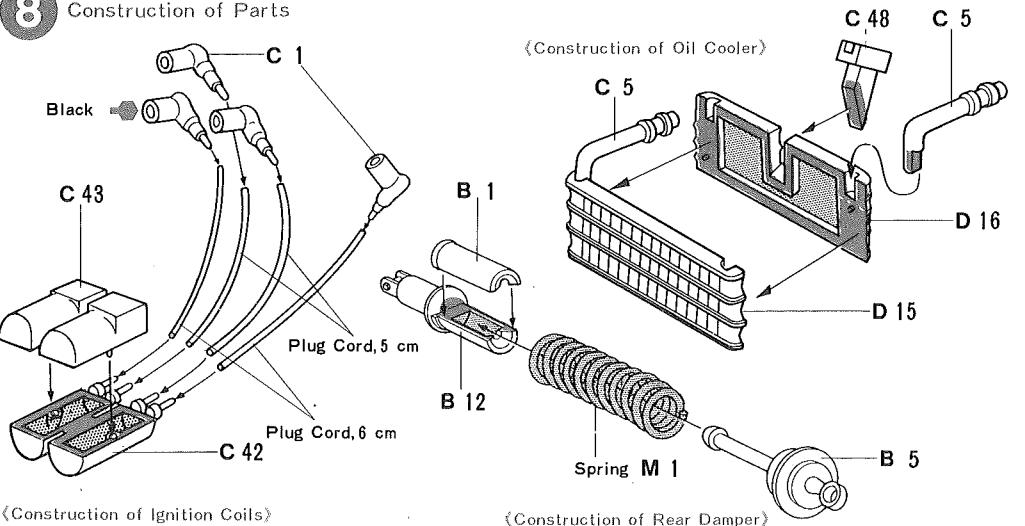
## 6 Construction of Wheels



## 7 Construction of Carburettors



## 8 Construction of Parts



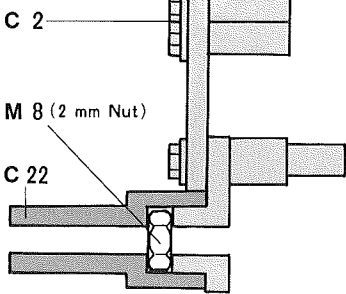
**Fig. 9 Modification of Frame**  
 Remove unnecessary parts shown in the figure from F11 and F12. They can be easily snapped off with your fingers. Smooth snapped ends with a knife.

⟨Construction of Oil Tank⟩  
 Fix Oil Hose to the bottom of C38.

**Fig. 10 Construction of Frame**  
 Glue Frame F5 and F4 together. Glue F4-F5, Oil Tank, C10 and C44 between Frame F11 and F12. It is recommendable to hold them together with a rubber band so that they may be completely glued together. Put M8 into C22 and glue C22 onto Frame F11.

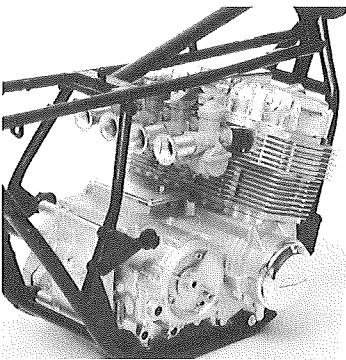
⟨Construction of Hanger Bracket⟩  
 Put M8 into C22 and glue C22 and C2 together.

⟨Cross Section of Constructed Hanger Bracket⟩



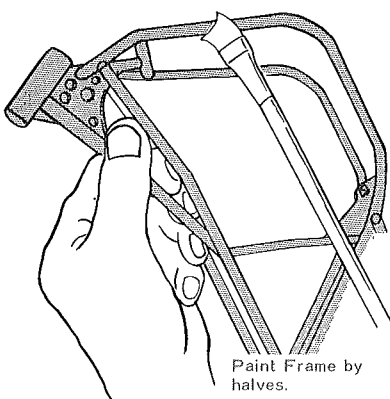
**Fig. 11 Mounting of Engine**  
 First, mount Engine from the right hand of Frame. Then, secure Engine by C2, F8, C21 and J3. If you choose the Daytona Specifications, glue B3 between Frame and C2. Lastly, glue Oil Cooler and Ignition Coil in place.

⟨Engine completely mounted on Frame⟩



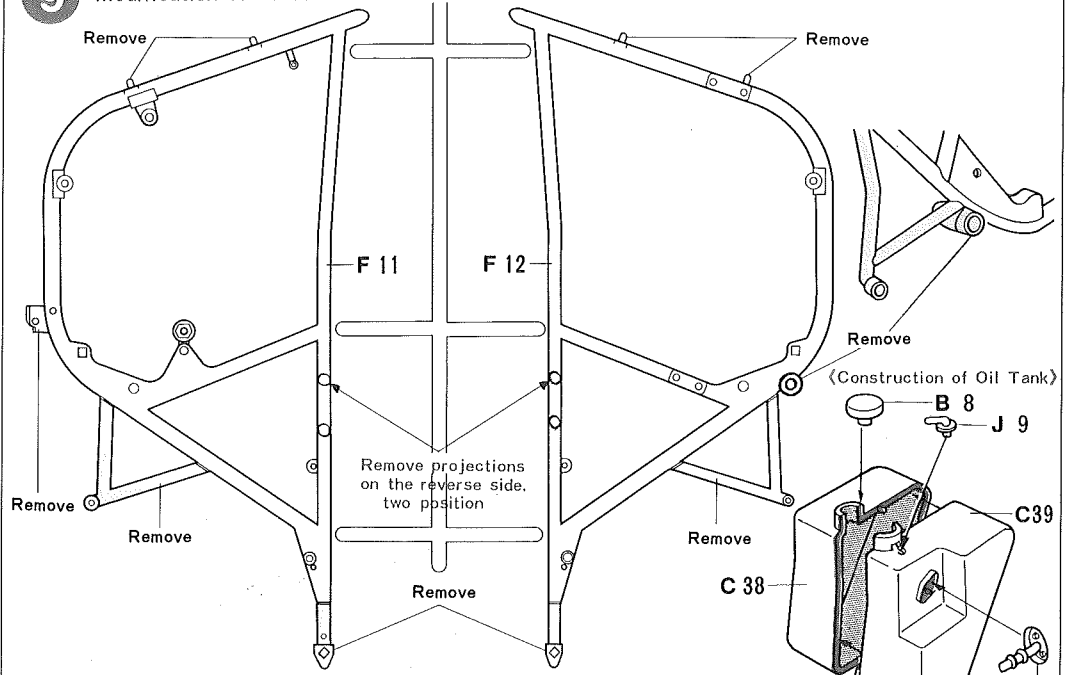
**PAINTING**

Painting of Frame  
 Apply black to black parts. Frame should be carefully and completely painted by halves.

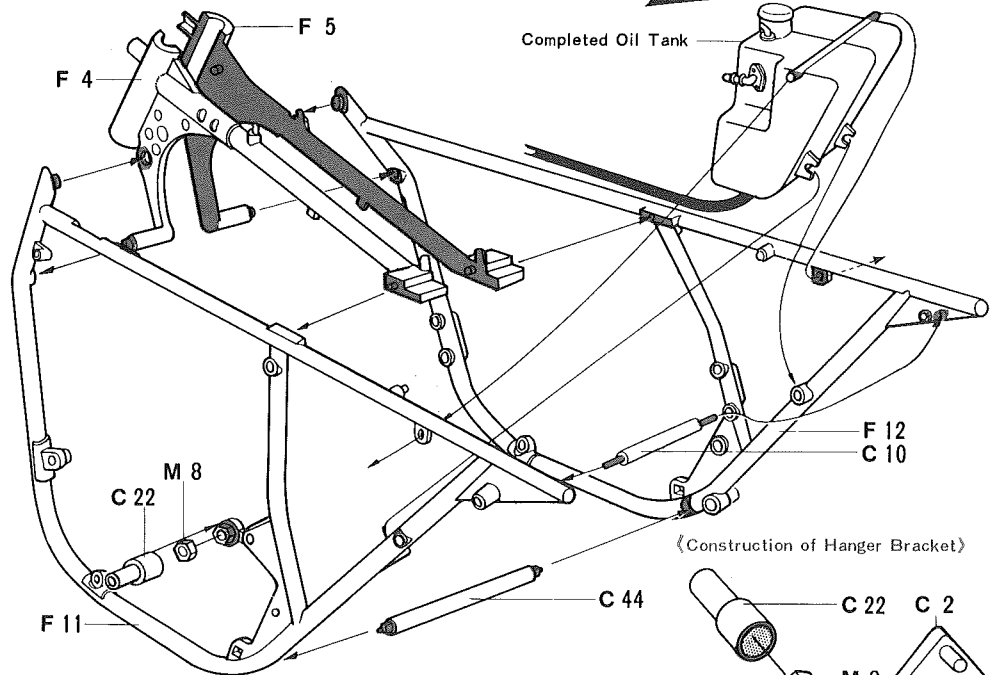


Paint Frame by halves.

**9 Modification of Frame**



**10 Construction of Frame**



**11 Mounting of Engine**  
 \* B3 is for the Daytona Type only

When building the motorcycle used in Japan, B3 is not needed.

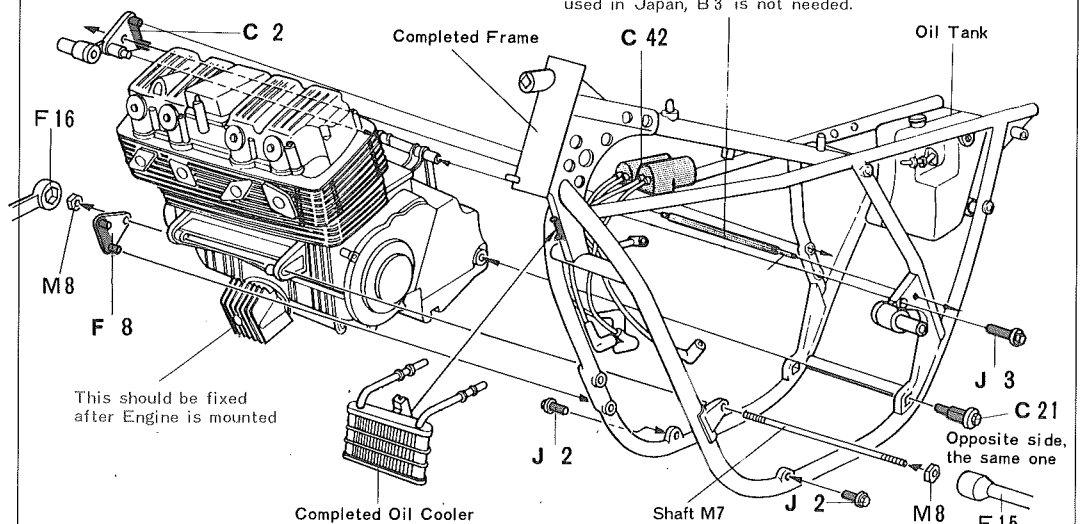
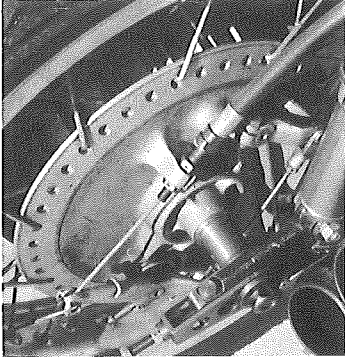


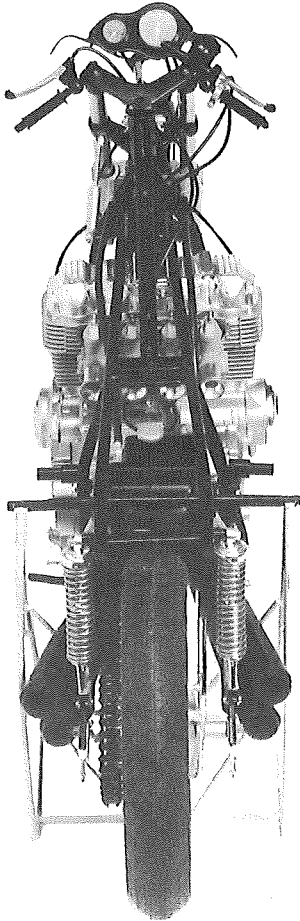
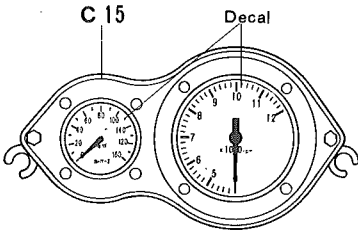
Fig. 13 Construction of Rear Fork

First, glue Rear Fork F2 and F3 together. Then, glue Parts onto them.

See picture below



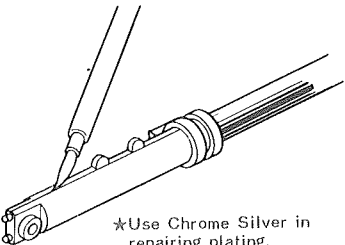
(Where to apply Meter Decals)



## PAINTING

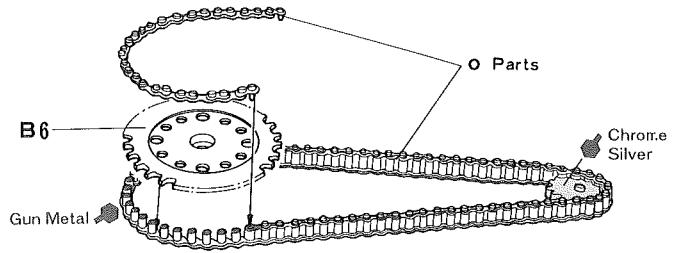
Painting (Repair of Plating)

Repair plating which has come off with Chrome Silver. Use a slender brush with a long tip.

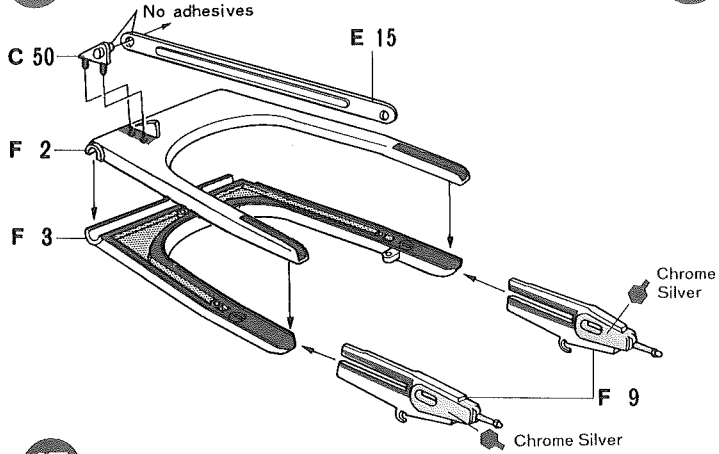


★Use Chrome Silver in repairing plating.

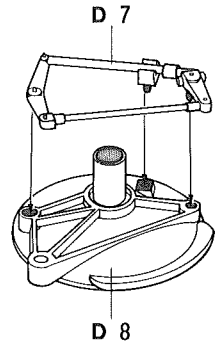
## 12 Construction of Chain



## 13 Construction of Rear Fork



## 14 Construction of Brake Stopper Arm



## 15 Construction of Meters

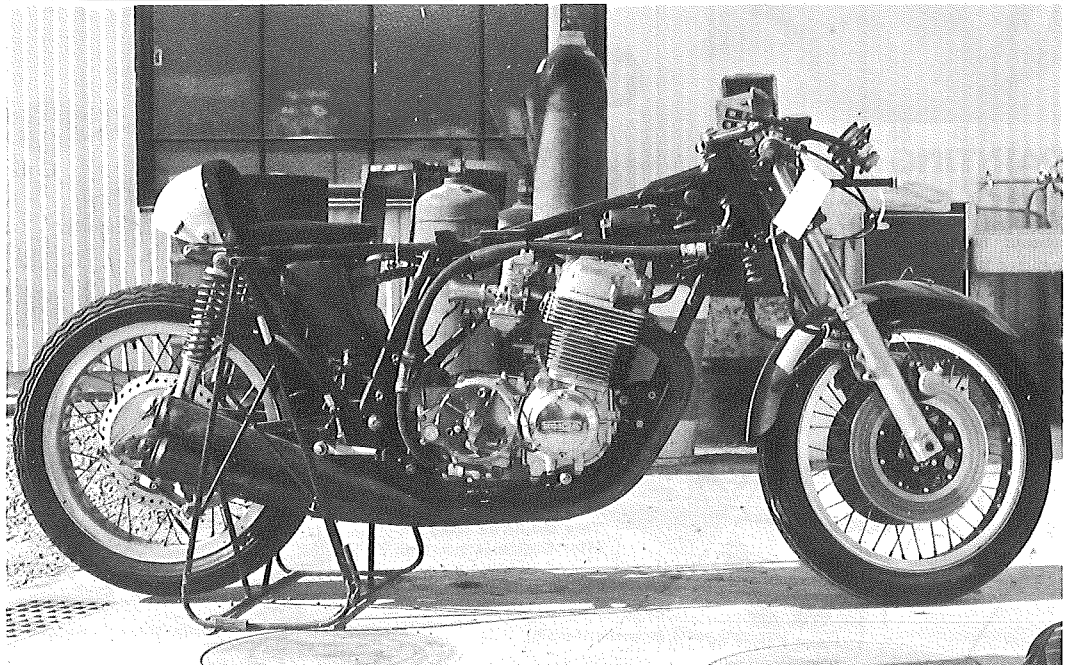
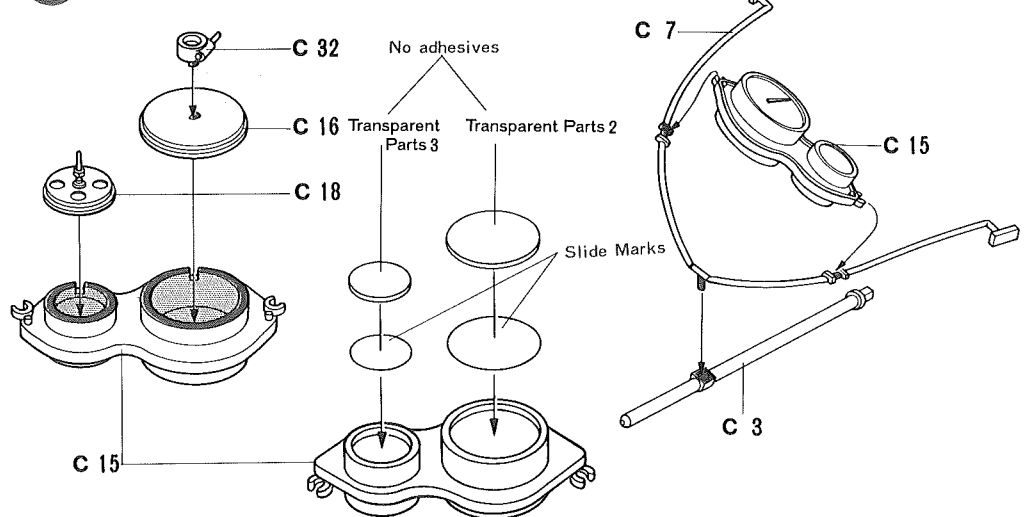




Fig. 16 Installation of Rear Wheel  
Put Chain in side completed Rear Fork. Fix Rear Fork to Frame by inserting Shaft M7 and tightening up M8. Fix Chain to Engine. Fit Rear Brake Panel to Rear Wheel and insert Brass Pipe M4. Mount Chain on Sprocket Gear. Fix Sprocket Gear to Rear Fork by inserting Shaft M7 and tightening up M8.

**16** Installation of Rear Wheel

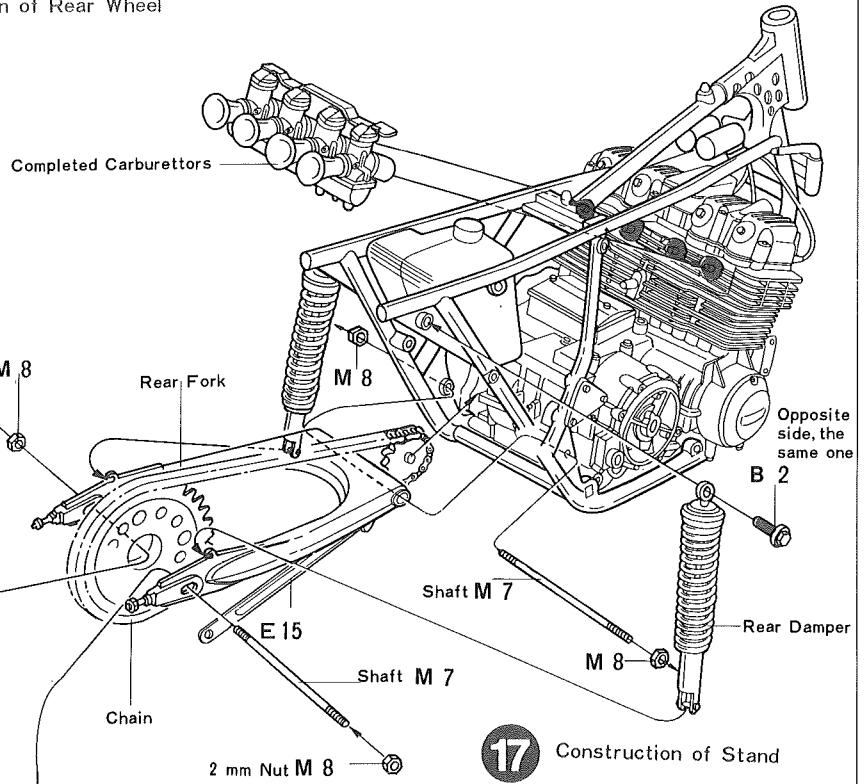
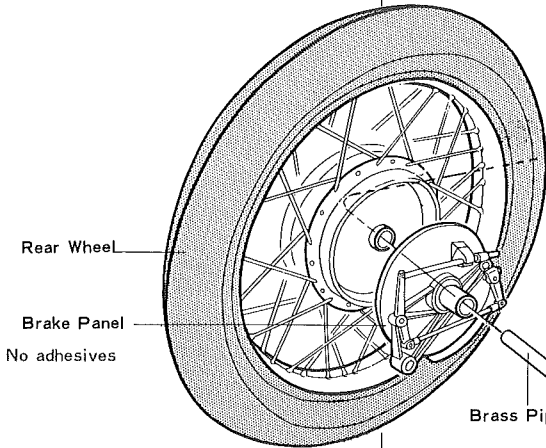
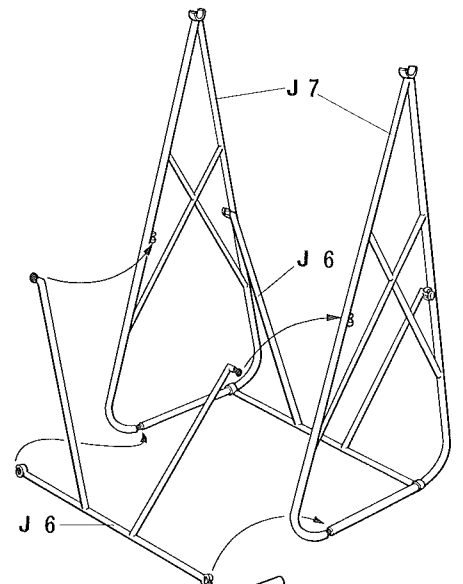
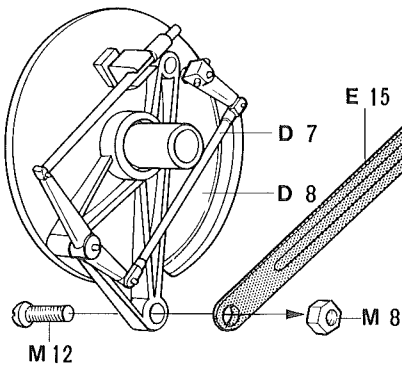


Fig. 17 Construction of Stand

**17** Construction of Stand

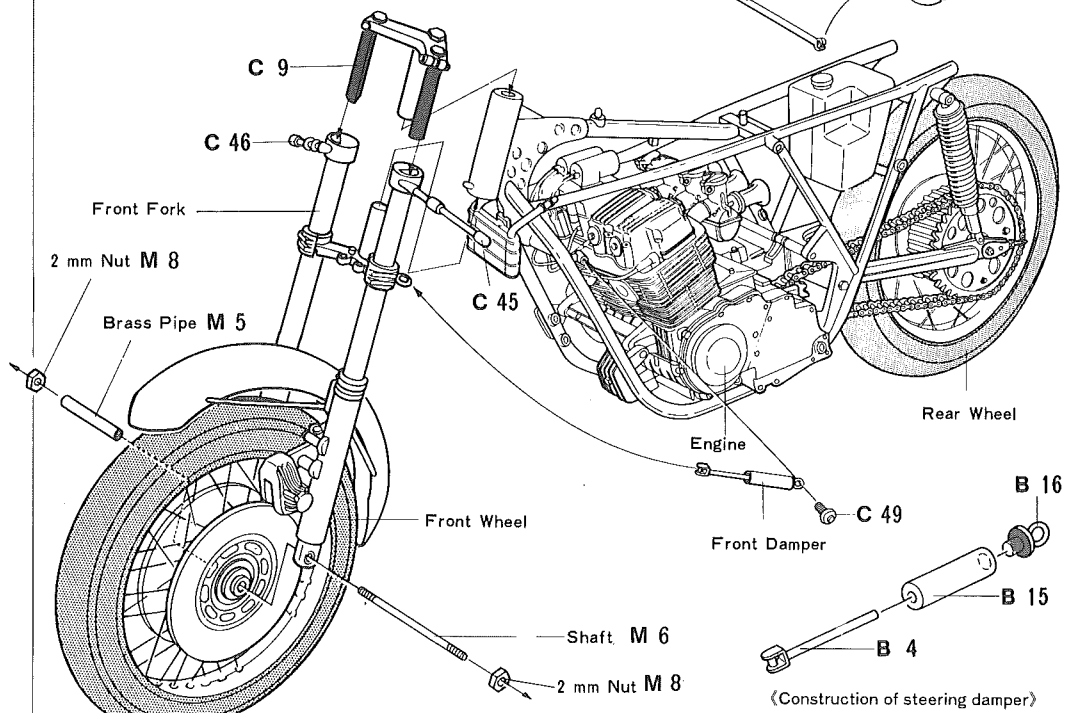


<Fixing of Rear Brake Panel>



**18** Installation of Front Wheel

Fig. 18 Installation of Front Wheel  
Insert Brass Pipe M5 into the hole on Front Wheel. Install Front Wheel on completed Front Fork. Insert Shaft M6 and tighten up M8. Insert Front Fork into Frame, and fix C9 from above. Lastly, fix Front Damper to Frame and Front Fork. B4 should be just put into B15.



See picture below

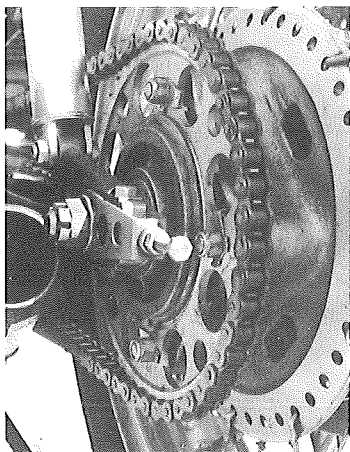
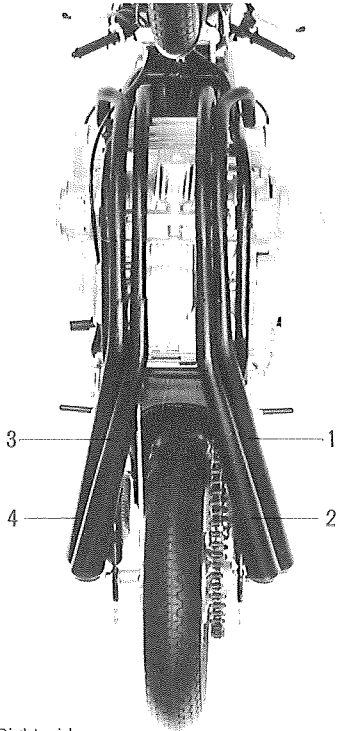


Fig. 19 Construction of Handle Post  
 Glue C4, and then C33 and C34 to Handle Post. D19 should be put between C11 and C12 and fixed to Handle Post. D20 should also be put between C13 and C14 and fixed to left Handle Post.

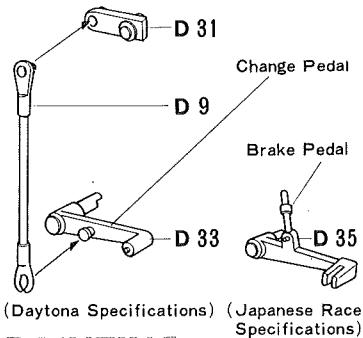
Fig. 20 Construction of Muffler  
 In constructing Muffler, be careful of Parts numbers.

Fig. 21 Fixing of Muffler and Cords  
 Fix completed Meters in place. Glue Muffler to the indicated positions on Engine and to the rear of Frame. In so doing be careful of Parts numbers. Fix Cords and Hoses in place. See also Fig. 22 and 23.

<Fixed Muffler>

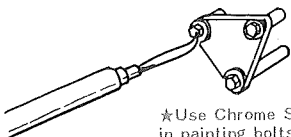


\*Right side of Body (Change Pedal and Brake Pedal)  
 In the Japanese Version Brake Pedal should be on the right side and Shift Pedal, on the left side, in contrast with the Daytona Version.



## PAINTING

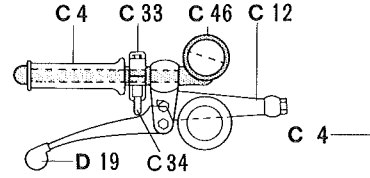
Painting of Bolts  
 Bolts used in Frame and Engine should be painted in Chrome Silver. They will accent your model. Paint them carefully.



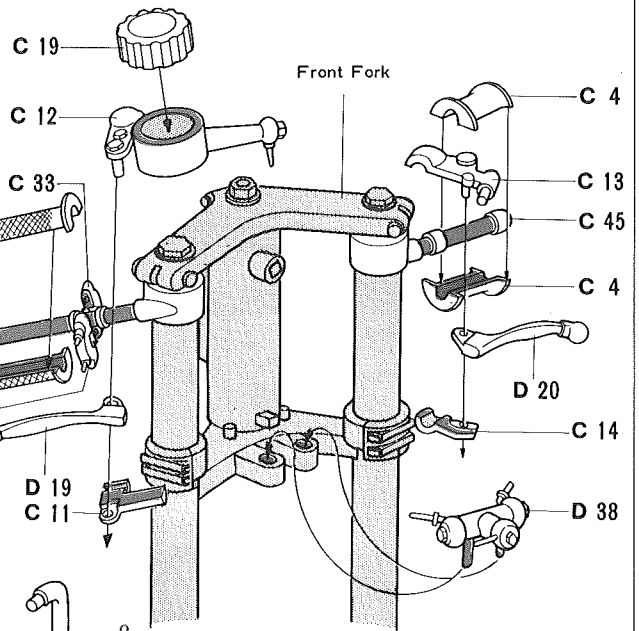
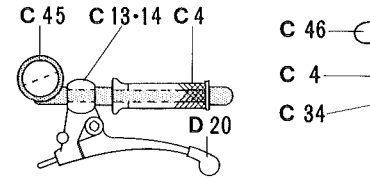
\*Use Chrome Silver in painting bolts, screws and the like.

## 19 Construction of Handle Post

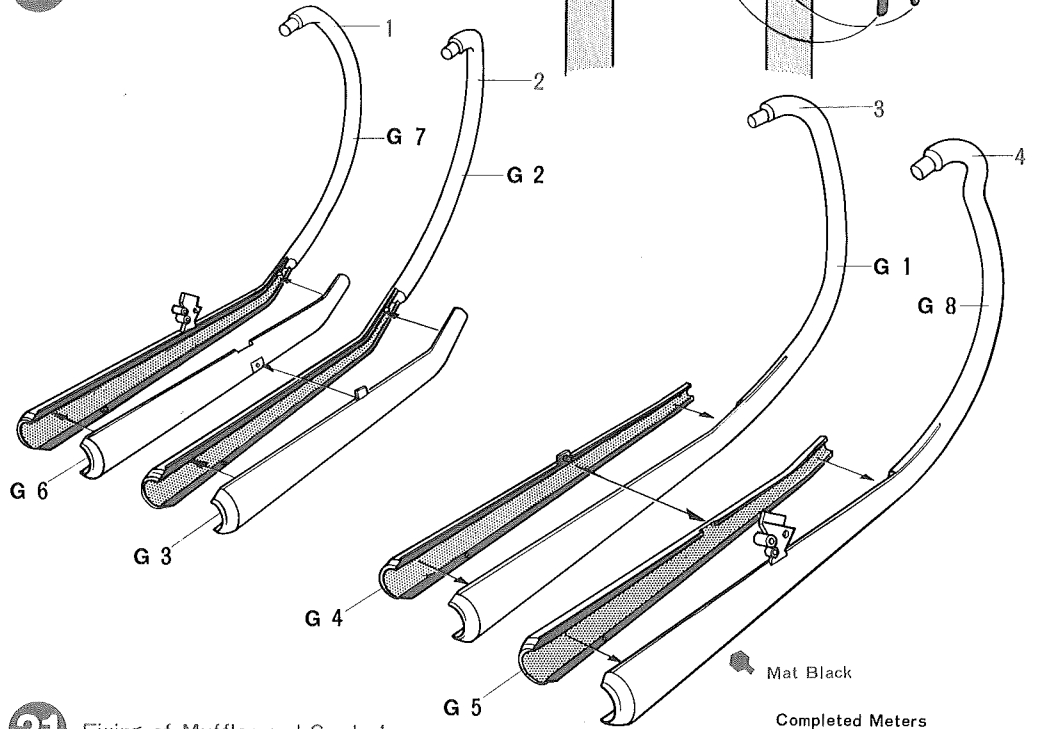
<Structural Drawing of right Handle Post>



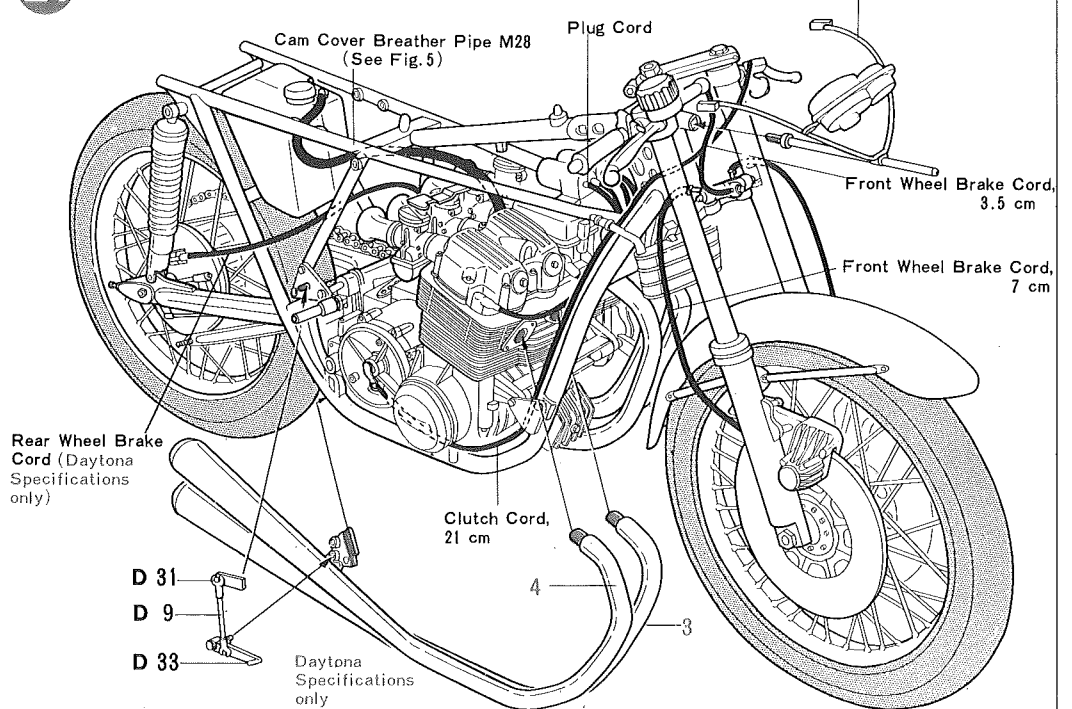
<Structural Drawing of left Handle Post>



## 20 Construction of Muffler



## 21 Fixing of Muffler and Cords 1



\*Use Measure below.

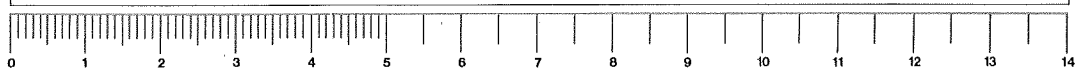


Fig. 22 Fixing of Cords 2

Fix Cords referring also to Fig. 23. D35 is for the Japanese Version only.

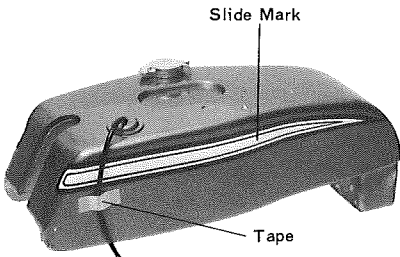
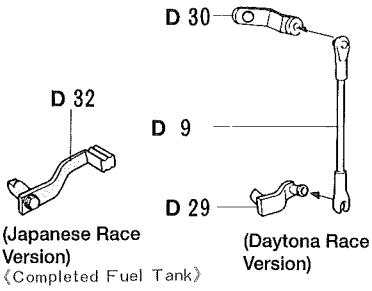
Fig. 23 Fixing of Cords 3

Also see Fig. 21 and 22. Fix D30, D6 and D29 for the Daytona Version, and D32, for the Japanese Race Version.

Fig. 24 Construction of Fuel Tank and Cowling

First, glue A3 and A4 together. Then, fix J4, D17 and J5 in place. Glue A1 and A2 together, onto which fix Windscreen.

★Left side of Body (Change Pedal Link Mechanism)

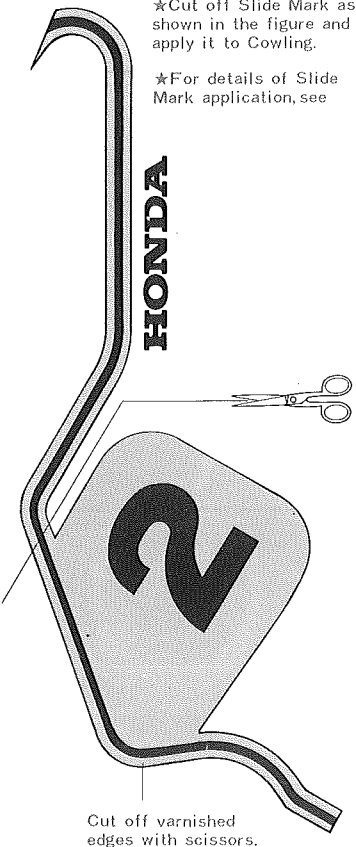


(Fix Gasoline Air Escape using remainder cord.)

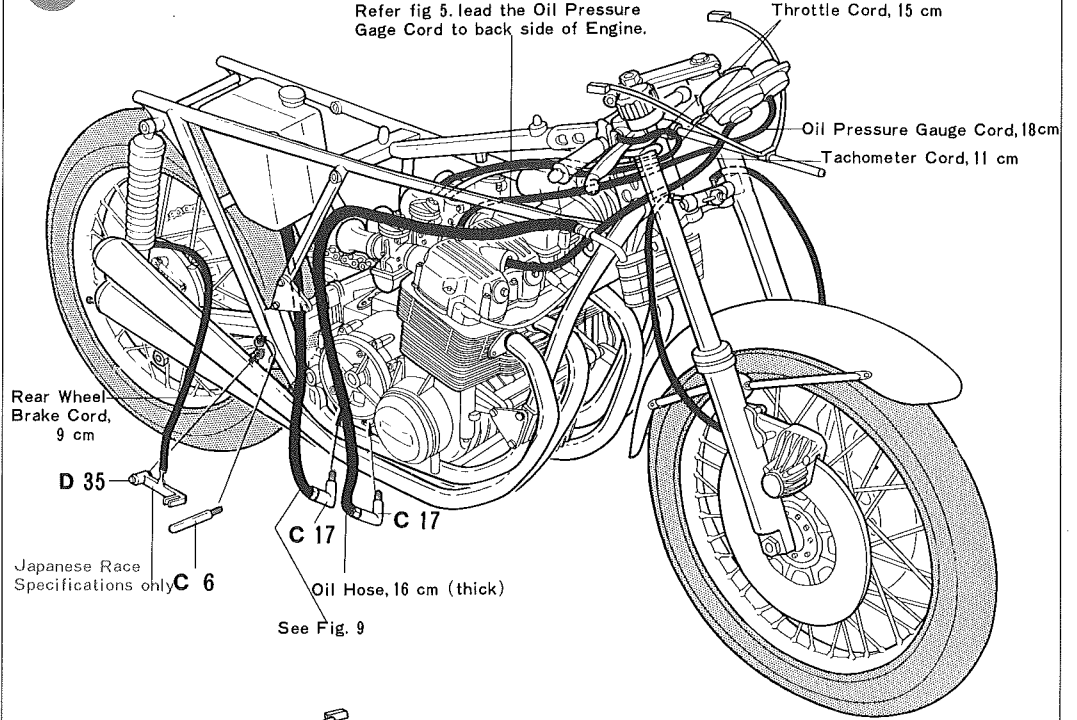
◀Application of Slide Marks▶

★Cut off Slide Mark as shown in the figure and apply it to Cowling.

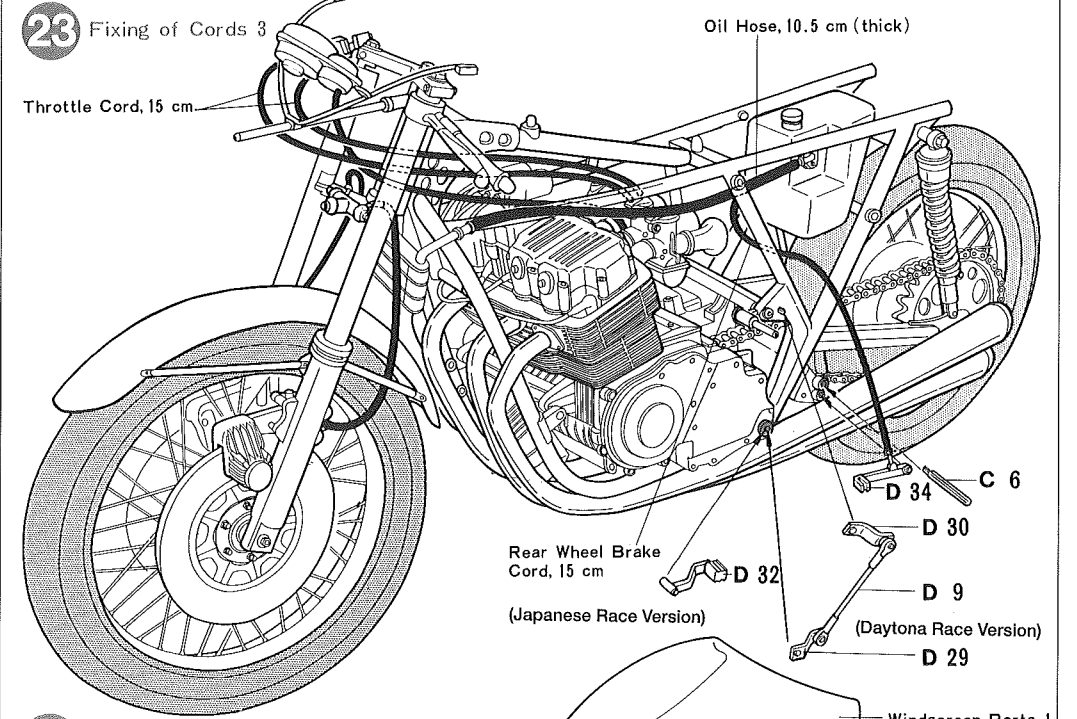
★For details of Slide Mark application, see



22 Fixing of Cords 2



23 Fixing of Cords 3



24 Construction of Fuel Tank and Cowling

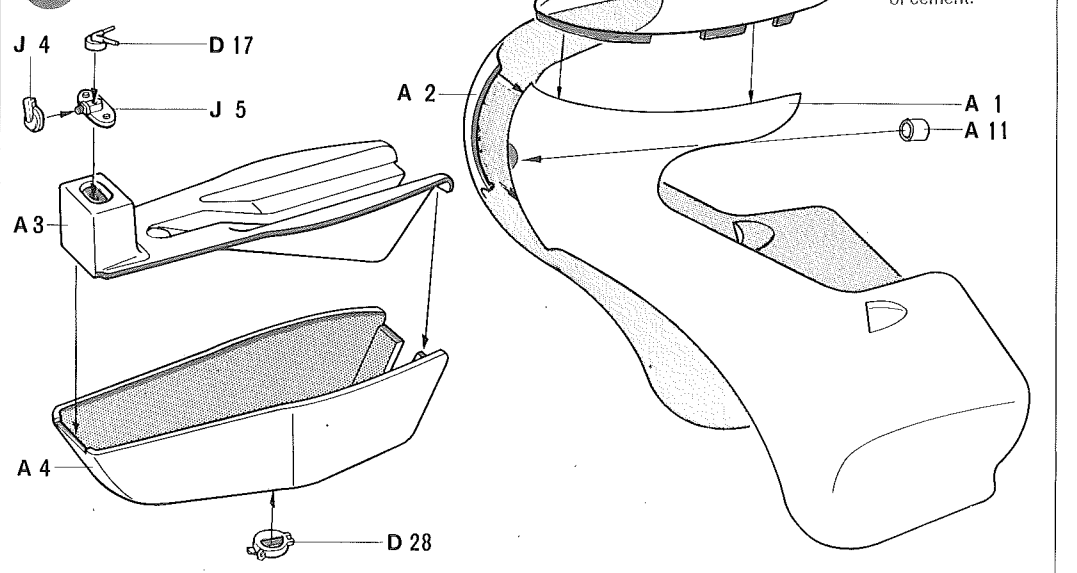


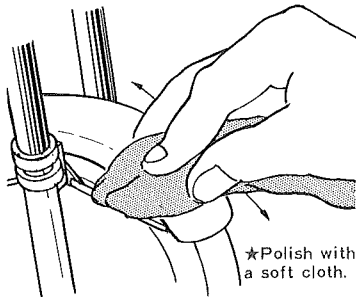
Fig. 26 Fixing of Cowling, Fuel Tank and Seat

Secure Cowling at Cowling Stay C and Frame. Install Stand as shown in the figure. Then, fix Fuel Tank and Seat.

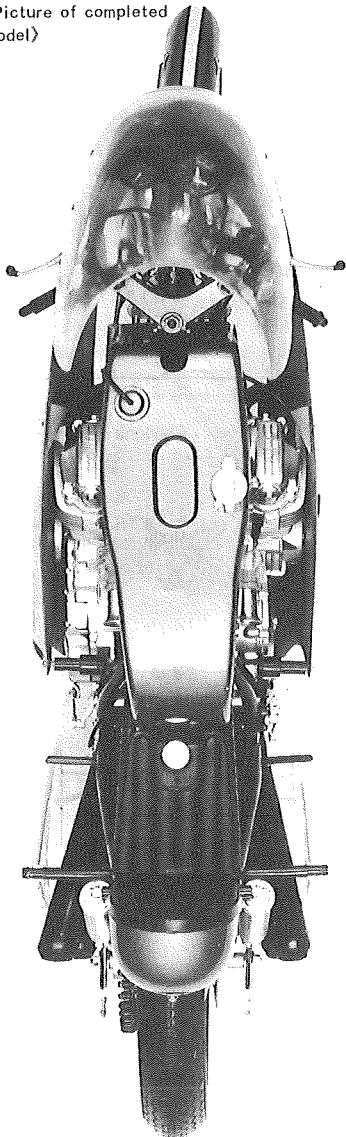
## PAINTING

Finish of the Whole:

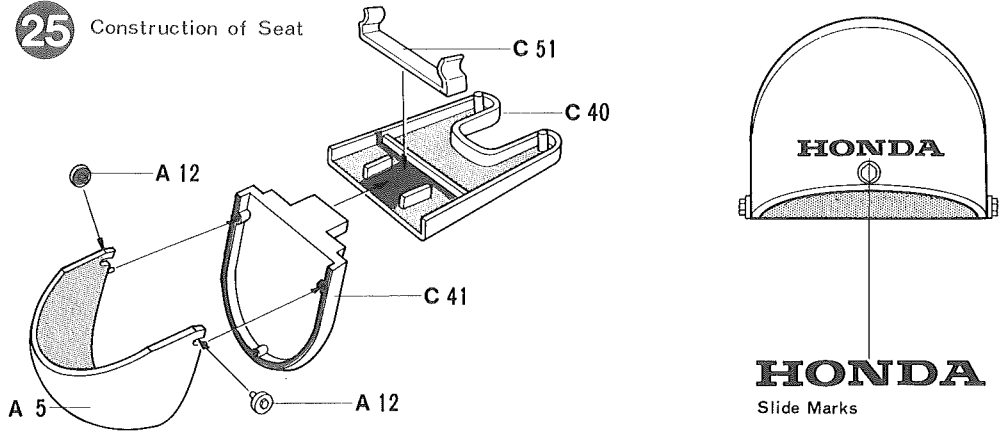
After decals have been glued and dried up, apply Tamiya modeling wax onto the whole to polish. In so doing, use a soft cloth with a little bit of wax. Even plating parts will be finished so beautifully that it will look completely different.



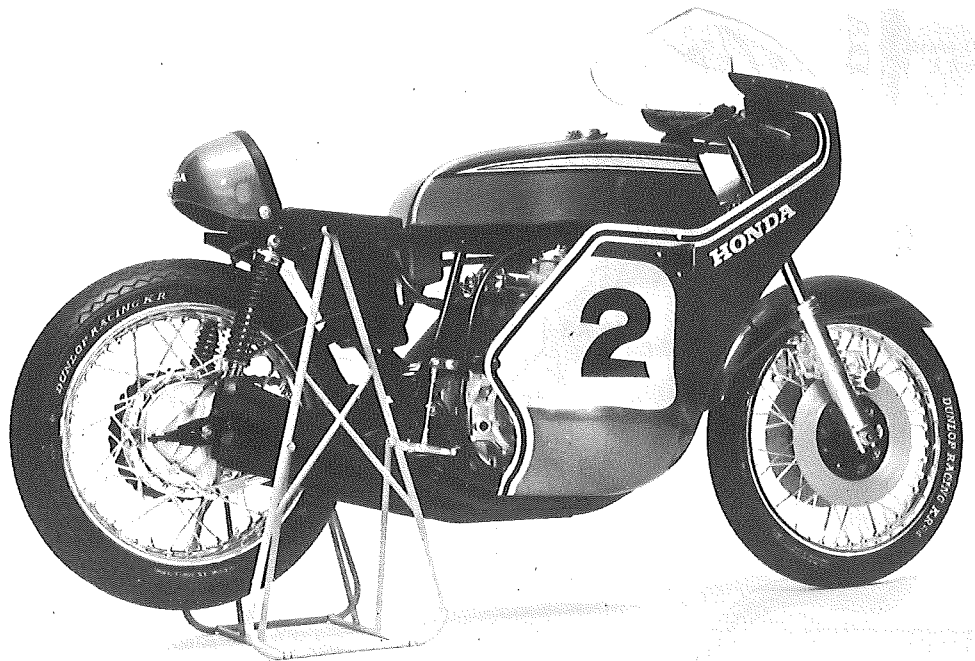
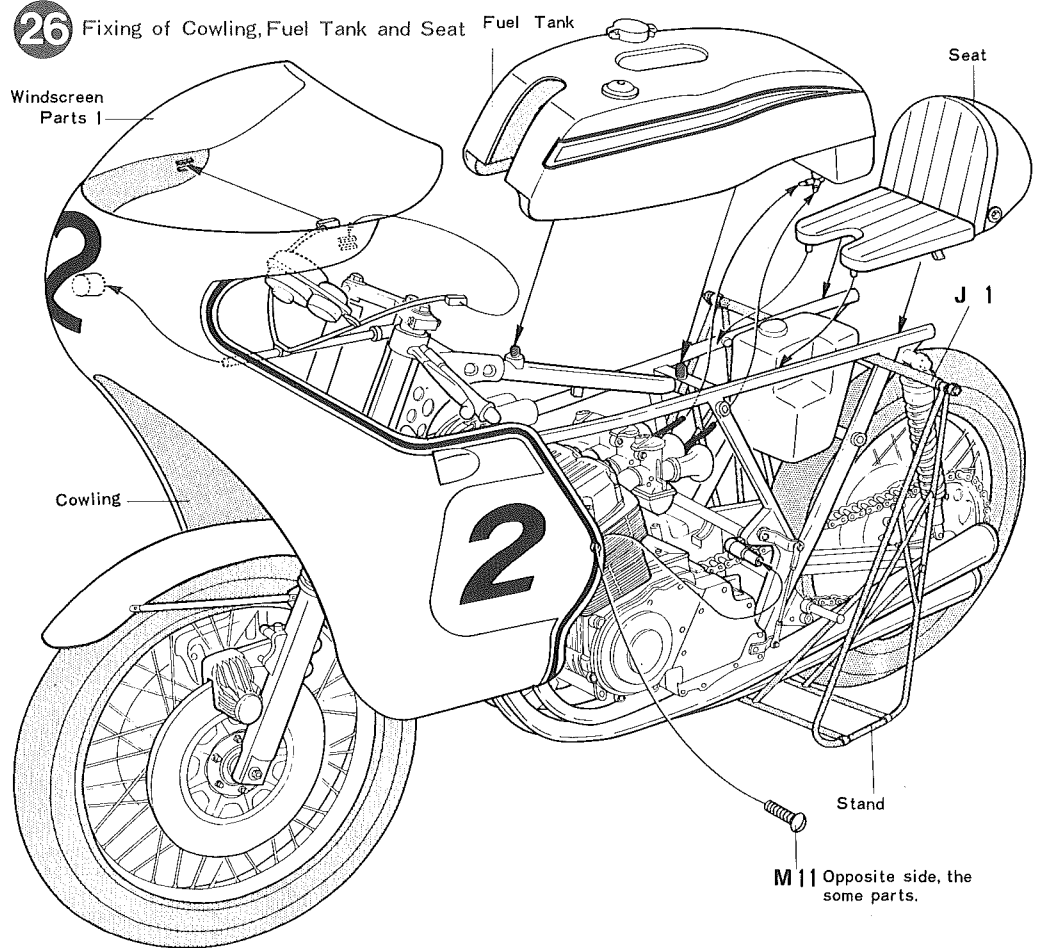
(Picture of completed model)



### 25 Construction of Seat



### 26 Fixing of Cowling, Fuel Tank and Seat



# PAINTING APPLYING DECALS

## Painting:

Painting is done not only to change the colour of parts. It is done so that shape and function of a particular parts will be made all the more clear.

Seven colours in all are to be used to increase a massive feeling of the model. Name of each colour will be found in right side of this page.

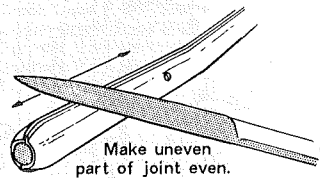
## Before Painting:

### Parts:

Before painting, clean out any dusts and oils from the surface of each part with soft cloth. Wash out with detergent if needed. Those portions of parts on which cement has been overflowed can not be concealed by paint. After cement has dried, remove overflows with modeling knife and file to realize smooth surface.

Irregular parting-line (place of joint between parts, or metals), too, should be corrected by filing.

Key to good painting of parts is to paint them after they have been assembled in their places. Parts of a same colour should be painted together as far as possible after they have been glued and their uneven jointed places, made fully even.

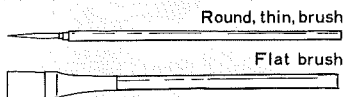


Needless to say, those parts which could not be reached by a painting brush once they have been constructed, should be painted before construction.

### Painting tools:

Get a brush, a dissolving dish and a waste ready. For a painting brush, use one for design work. Use two kinds of brushes: A flat one and a thin one. And both should be of soft hairs and with long spikes.

For a dissolving dish, use either a china dish or a transparent prepackage in which the model parts has been contained. Or again, a palette bought at a paint shop will do.



After painting, remove paints off brushes with lacquer thinner and then wash them with water. Keep the cleansed brushes in good state for future use.

## Painting and solvent

There are 2 types of paints: acrylic and enamel. Use suitable solvent for each paint type. Be careful when using thinner (for brushing), because it might dissolve the plastic. (Note: thinner is flammable)



**Gloss Black**  
Glossy black applied to Frame and Oil Tank.

**Flat Black**  
Mat black applied to Exhaust Pipe and Meter Panel.

**Silver**  
Silver applied to Engine, Disc Brake and Carburettor.

**Chrom Silver**  
Bright silver applied to Sprocket Wheel and Bolts.

**Chrome Plating**  
Plastic plating parts. Use Chrome Silver in repairing Chrome Plating.

**Gun Metal**  
Used for painting chain. Express metal place with black leather.

## Colour of Cowling

Cowling is finished in Metallic Orange of Daytona type. It will assume a subdued colour by the application of Chrome Silver to its inside. The Cowling of the Japanese Race Specifications (Hisiki-Sumiya Team winning the 1969 All Japan Championship) should be patterned as follows: First, apply light blue of Racing Colour overall. After it has been dry, apply a mixture of green and yellow in the ratio of 1 : 3.

## Applying Decals

Where to apply decals are indicated in the two-view plan below. However, each precise spot to be applied with a decal will be found in each figure for construction. See it for precise work.

① A decal to be applied should be cut off beforehand.

② Dip it in water. When the ground paper it is on arches, get the whole out of water to place on a cloth such as a towel.

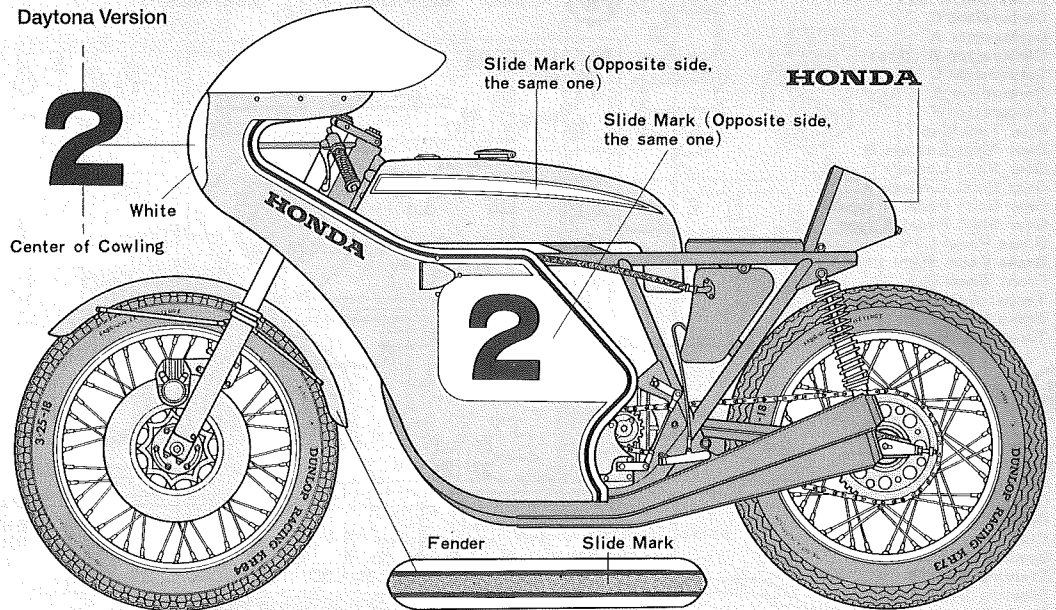
③ A minute or two later, hold edge of the ground paper to slide the decal onto the model from the ground paper.

④ Then, get a little of water on your finger to wet the decal so that the latter will be moved more easily onto the right spot.

⑤ Press the decal down with a soft cloth such as a towel to force air bubbles out of underside of the decal. Continue the work until the excess water, too, will be fully absorbed.

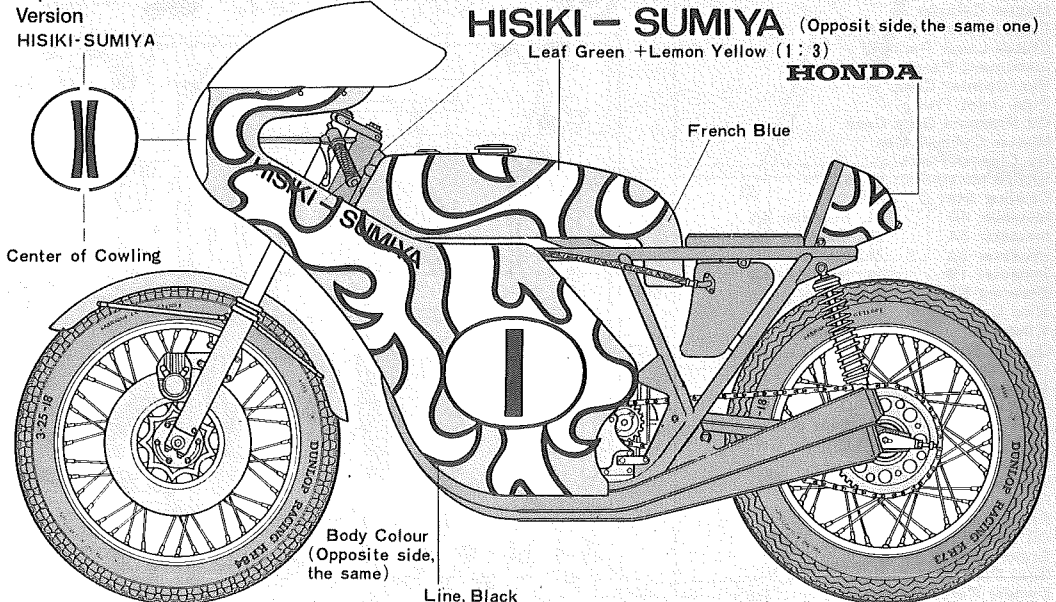
When the surface to be applied with a decal is uneven or curved, press the decal down with a steamed towel so that the warmed, wet decal will fit the surface well. Cut off the excess transparent portion around a decal before applying. When so done, you can expect a sharp finish with the decal precisely in its specified place.

## Daytona Version



## Japanese Race Version

HISIKI-SUMIYA

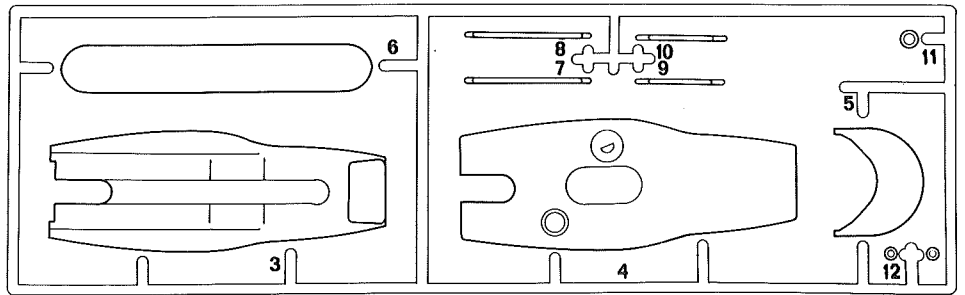


# PARTS



Parts

★In the Daytona version Metallic Orange (Body Colour)



PARTS

1. Cowling Left
2. Cowling Right
3. Fuel Tank B
4. Fuel Tank A
5. Seat C
6. Fender
7. Fender Stay Left A
8. Fender Stay Right A
9. Fender Stay Left B
10. Fender Stay Right B
11. Cowling Stay B
12. Bolt (two)



PARTS

1. Front Fork Left A
2. Front Fork Right A
3. Front Fork Right B
4. Front Fork Left B
5. Carburettor G (four)
6. Carburettor H
7. Brake Rod Linkage
8. Brake Panel
9. Gear Shift Rod B (two)
10. Transmission Cover
11. Rear Wheel Hub
12. Disc Brake Caliper B (two)
13. Disc Brake Caliper A Right
14. Disc Brake Caliper A Left
15. Oil Cooler A
16. Oil Cooler B
17. Fuel Pipe Joint
18. Throttle Linkage
19. Brake Lever
20. Clutch Lever
21. Brake Disc (two)
22. Carburettor C
23. Carburettor A
24. Carburettor B (three)
25. Carburettor D
26. Carburettor E
27. Carburettor F
28. Fuel Tank Cap
29. Gear Shift Linkage B
30. Gear Shift Linkage C
31. Gear Shift Linkage A
32. Gear Shift Pedal A type
33. Gear Shift Pedal B type
34. Brake Pedal Left
35. Brake Pedal Right
36. Front Wheel Hub
37. Tappet Adjusting Hole Cap
38. Brake Hose Joint
39. Throttle Linkage Stay

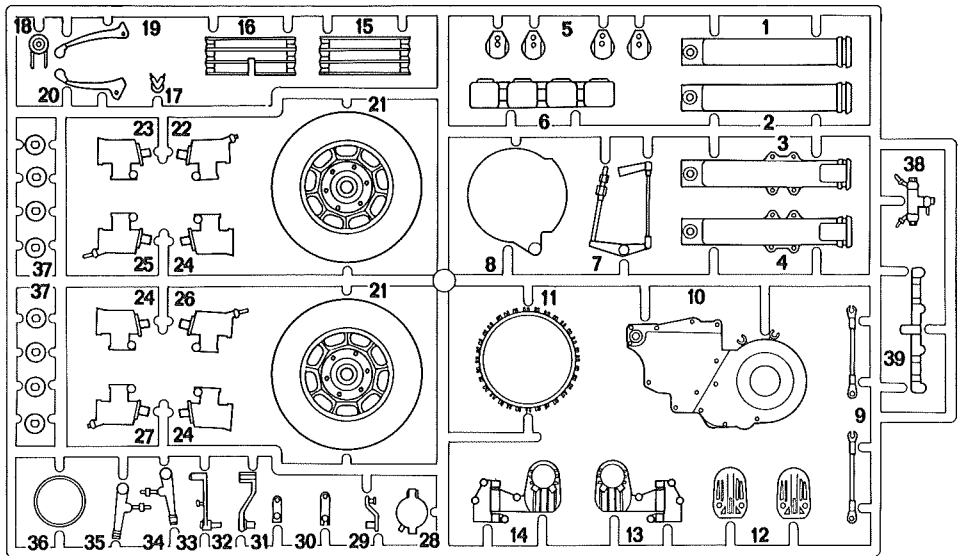


Parts

Mat Plating



Gloss Black



PARTS

1. Spark Plug Socket
2. Hanger Bracket B
3. Cowling Stay C
4. Grip (four)
5. Oil Cooler Pipe Joint
6. Step (two)
7. Cowling Stay A
8. Steering Stem B
9. Steering Stem A
10. Frame Part
11. Master Cylinder B
12. Master Cylinder A
13. Clutch Lever Parts A
14. Clutch Lever Parts B
15. Instrument Panel
16. Rev-Counter Case
17. Pipe Joint (two)
18. Oil Pressure Gage Case
19. Master Cylinder Cap
20. Oil Cleaner Parts
21. Engine Mount Bolt (two)
22. Cowling Stay D (two)
23. Insulator 4B
24. Insulator 4A
25. Insulator 3A
26. Insulator 3B
27. Insulator 2A
28. Insulator 2B
29. Insulator 1B
30. Insulator 1A
31. Steering Stem Parts B (two)
32. Wire Cable Joint
33. Winder A
34. Winder B
35. Driving Sprocket Bearing
36. Unnecessary
37. Stopper B (two)
38. Oil Tank B
39. Oil Tank A
40. Seat A
41. Seat B
42. Ignition Coil B
43. Ignition Coil A
44. Frame Part
45. Handle Post Left
46. Handle Post Right
47. Front Damper Piston
48. Oil Cooler Part
49. Stopper
50. Brake Stopper Hanger
51. Seat Part
52. Damper Parts (two)
53. Steering Stem Parts A (two)



Parts

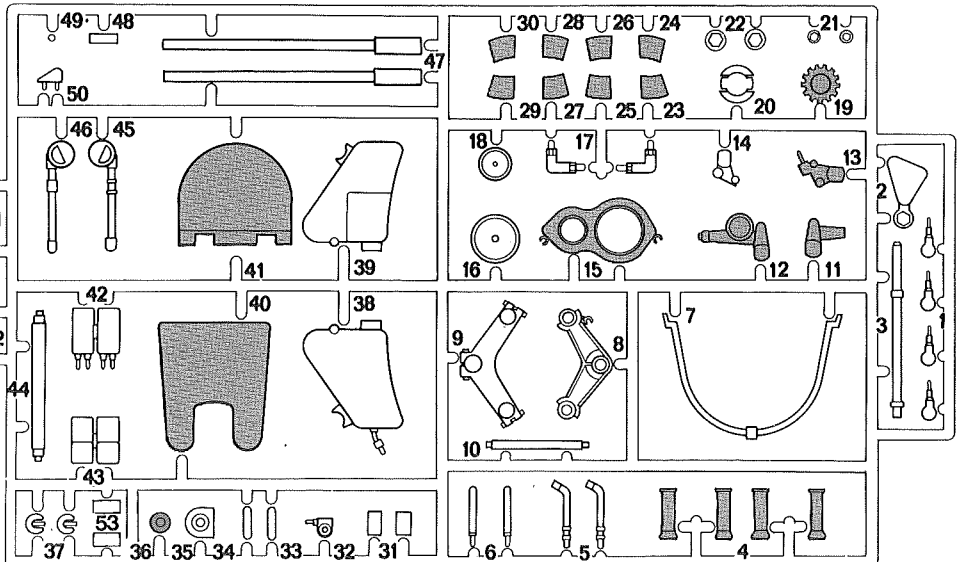
Black



Chrome Silver

Flat Black

Blue parts, not needed



# PARTS

## J PARTS

1. Stand C
2. Stopper A (two)
3. Stopper B (two)
4. Fuel Cock B
5. Fuel Cock A
6. Stand B (two)
7. Stand A (two)
8. Joint A
9. Joint B
10. Spark Plug Receptacle A
11. Spark Plug Receptacle B Right
12. Spark Plug Receptacle B Left

## B PARTS

1. Rear Damper B (two)
2. Damper Stopper (two)
3. Gear Shift Rod
4. Steering Damper C
5. Rear Damper C (two)
6. Sprocket
7. Disc Brake Pad B (two)
8. Oil Tank Cap
9. Point Cover
10. Unnecessary
11. Head Breather Cover
12. Rear Damper A (two)
13. Air Funnel (four)
14. Starting Motor Cover
15. Steering Damper A
16. Steering Damper B
17. Clutch Part

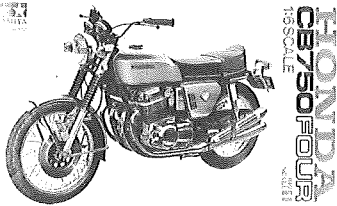
## E PARTS

1. Cylinder Block Back Side
2. Cylinder Block Front Side
3. Lower Crank Case
4. Upper Crank Case
5. Cylinder Head B
6. Cylinder Head A
7. Oil Filter
8. Crank Case
9. Crank Case Back Side B
10. Crank Case Back Side A
11. Crank Case Front Side
12. Lower Crank Case Part
13. Cylinder Part Left
14. Cylinder Part Right
15. Brake Stopper Arm

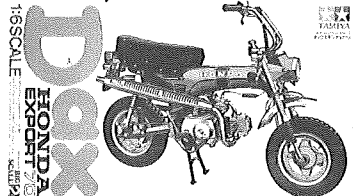
## F PARTS

1. Unnecessary
2. Rear Fork Lower
3. Rear Fork Upper
4. Frame Left
5. Frame Right
6. Unnecessary
7. Unnecessary
8. Engine Hanger Bracket
9. Rear Fork Part
10. Unnecessary
11. Frame (right)
12. Frame (left)
13. Unnecessary
14. Unnecessary
15. Wrench A
16. Wrench B

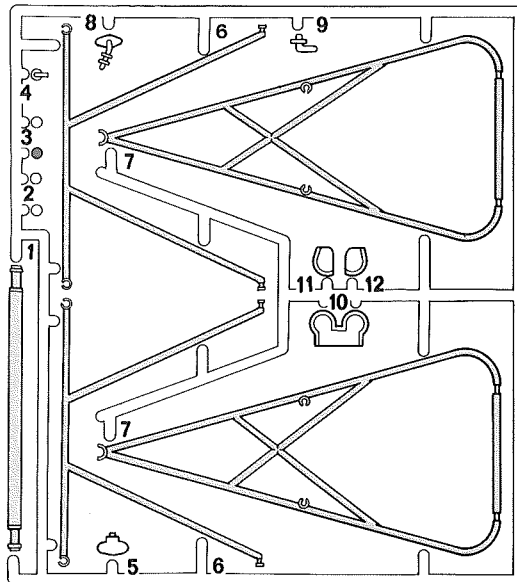
1/6 Big Scale Motorcycle Series  
**CB750FOUR**



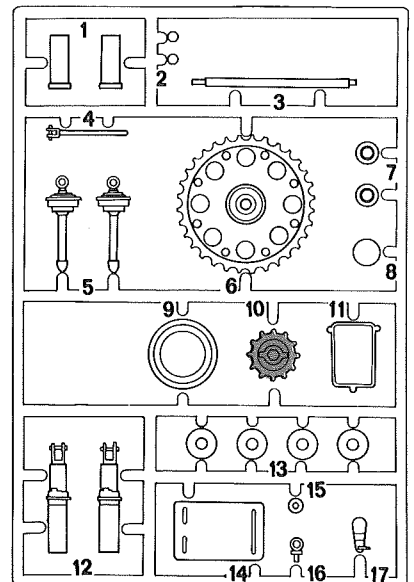
DAX HONDA ST70



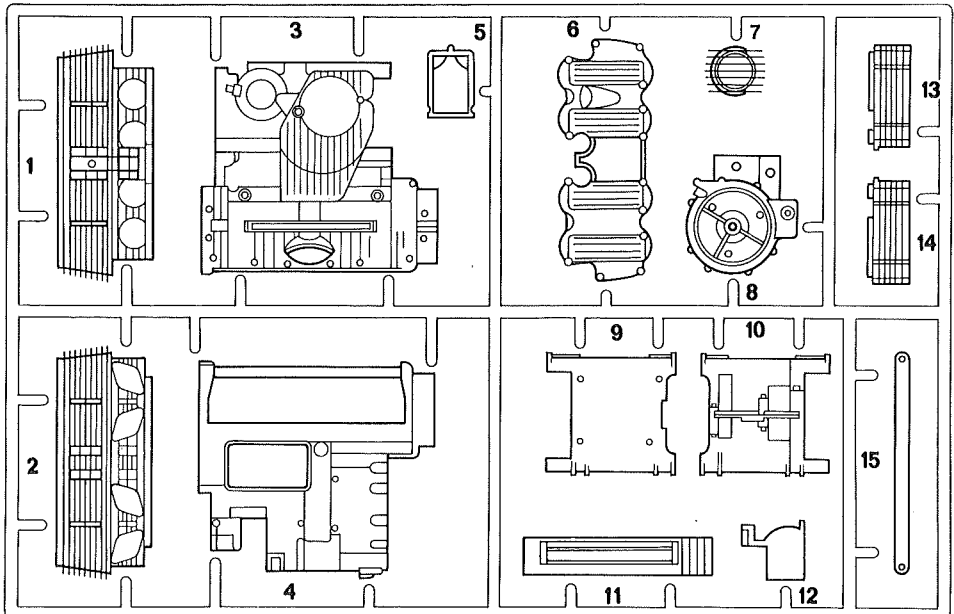
## J Parts Silver Gloss White



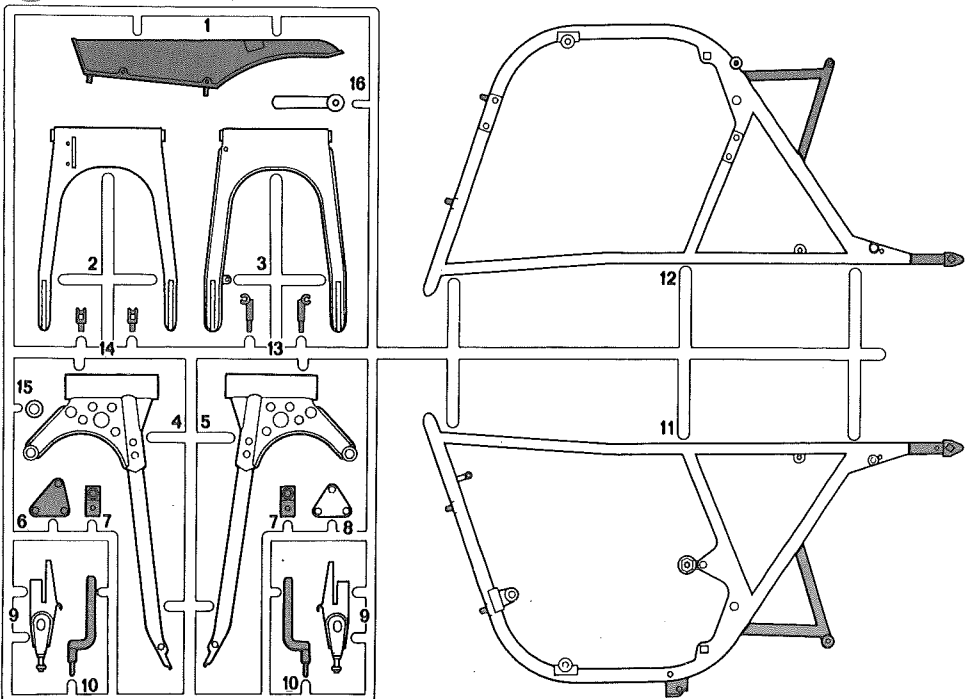
## B Parts Plated Blue parts, not needed



## E Parts Mat Plating





## F Parts Black Chrome Silver Blue parts, not needed

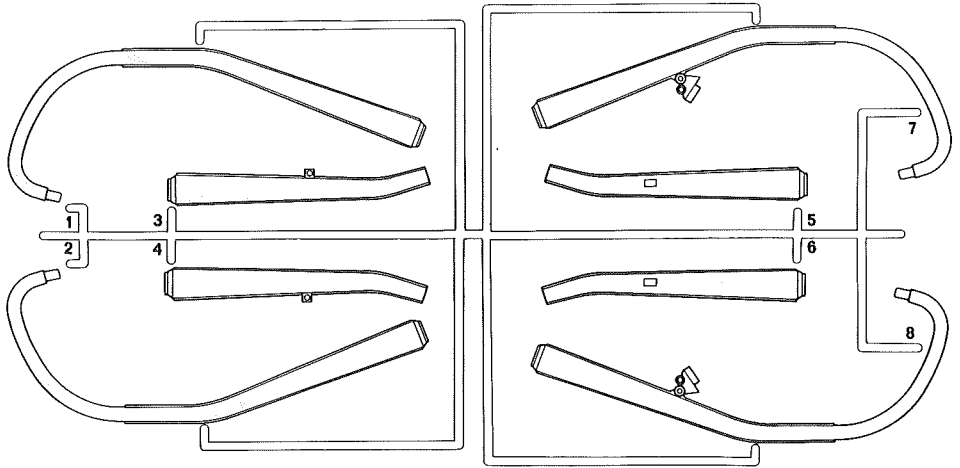


# PARTS

## G PARTS



1. Exhaust Pipe Right Lower A
2. Exhaust Pipe Left Lower A
3. Exhaust Pipe Left Lower B
4. Exhaust Pipe Right Lower B
5. Exhaust Pipe Right Upper B
6. Exhaust Pipe Left Upper B
7. Exhaust Pipe Left Upper A
8. Exhaust Pipe Right Upper A

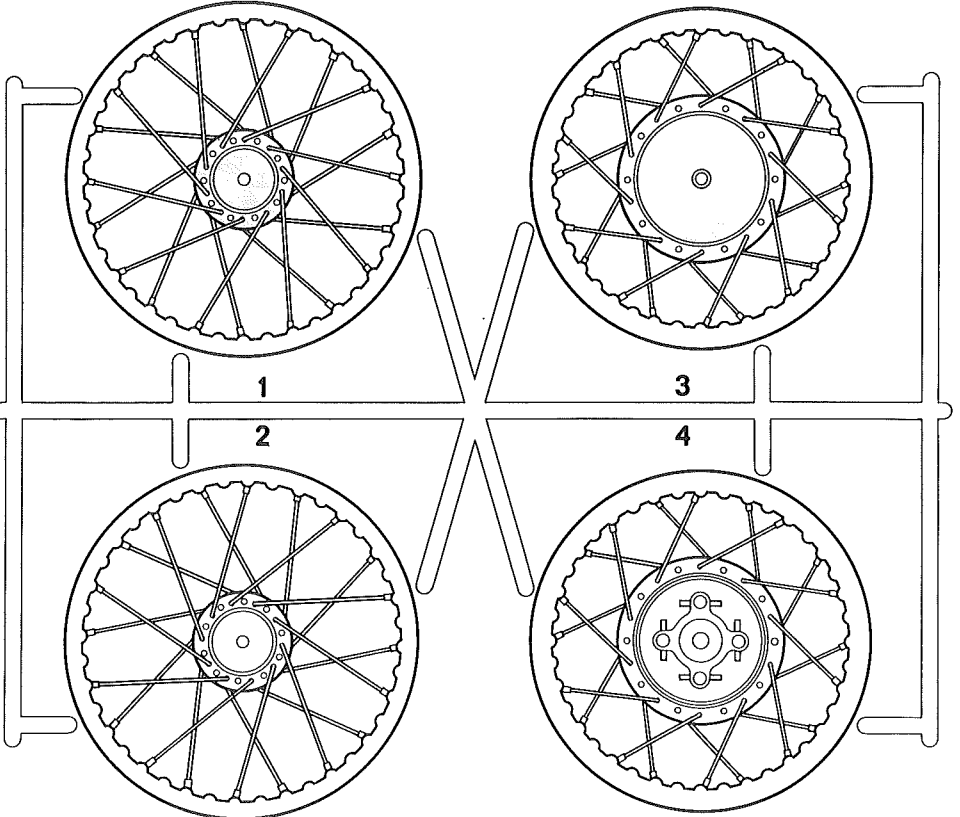
G Parts  Black  Flat Black



## H PARTS

1. Front Wheel
2. Front Wheel
3. Rear Wheel
4. Rear Wheel

H Parts  Plated  Chrome Silver





## O PARTS (Chain Parts)

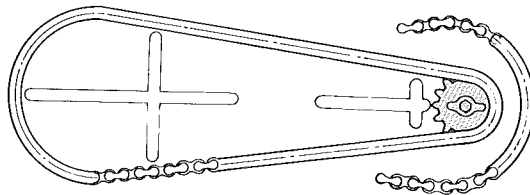
### WIND SHEALED PARTS (Transparent Parts)

1. Wind Shealed
2. Rev-Counter Cover
3. Oil Pressure Gage Cover

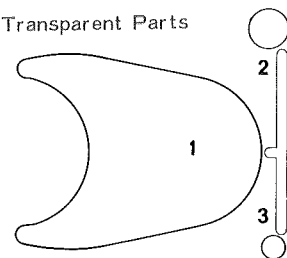
## M PARTS

1. Rear Suspension Spring
2. Brass Pipe (Chrome Plated)
3. Brass Pipe
4. Brass Pipe
5. Brass Pipe
6. Metal Shaft for Front Wheel
7. Metal Shaft for Rear Wheel and Fork
8. 2 mm Nut
10. Front Suspension Spring
11. 2 mm Vis (15 mm below neck)
12. 2 mm Vis (6 mm below neck)
13. Fender Mount Metal
14. Thick Vinyl Pipe
15. Thin Vinyl Pipe
16. Driver
17. Driver adapter

O Parts  Gun Metal  Chrome Silver



Transparent Parts



M Parts

