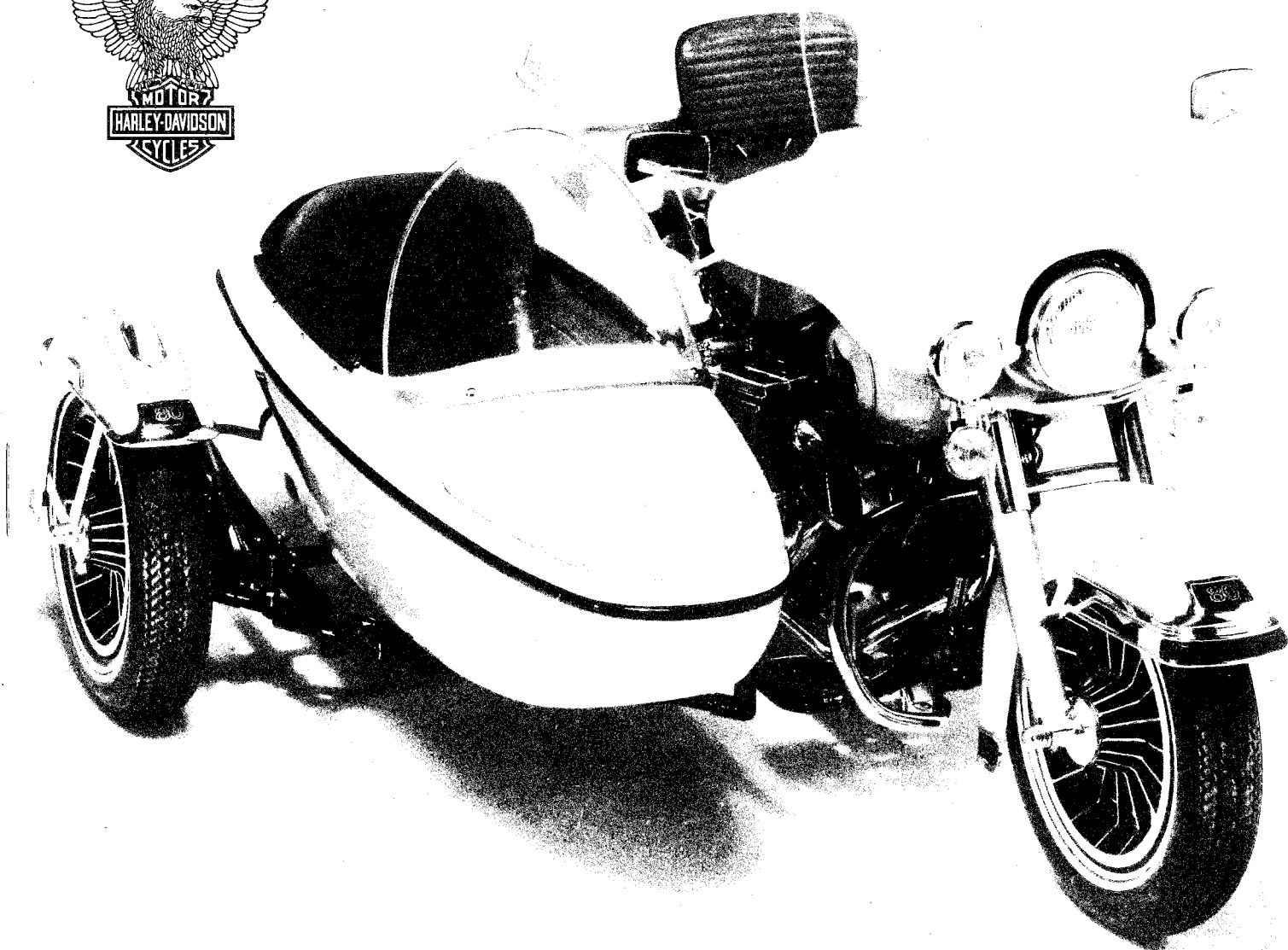


HARLEY DAVIDSON

1/6 SCALE HARLEY DAVIDSON SIDE CAR

1/6 SCALE SUPER DETAILED V-TWIN ENGINE
 COIL SPRUNG WORKING FRONT & REAR SUSPENSION
 SUPER DETAILED SEMI-PNEUMATIC RUBBER TYRES
 FULL ACCESSORY PARTS MANY METAL PARTS

TAMIYA
 TAMIYA PLASTIC MODEL CO.
 628, OSHIKA, SHIZUOKA-CITY, JAPAN



HARLEY-DAVIDSON FLH CLASSIC WITH SIDECAR



SIDECAR history and development closely parallels that of motorcycles and were seen shortly after Gottlieb Daimler first developed the motorcycle. With the advent of motorcars supplanting horses and horse drawn carriages all over the world shortly after the turn of the century, it was only natural that the lower cost of motorcycles pushed them rapidly into common use. Automobiles in that day and age were still very expensive, and few could afford them, but there was a need for more carrying capacity on motorcycles, so a sidecar was developed, that used a third wheel, which filled this need. As things progressed, very elaborate and expensive sidecars were developed with glass windows, completely enclosed with door and plush interiors.

As soon as the less expensive automobiles were produced, such as the Austine 7 and the Ford model T, the motorcycle and sidecar were relegated to a lesser position of a sportsman type vehicle, however, when World War I broke out, the motorcycle with sidecar found a new role as a correspondence and reconnaissance war weapon. During the second war, a great number of these fast, economical and efficient vehicles played and even larger part in the conflict and were widely used by all antagonists. Germany used the BMW; England had the Norton; Triumph and BSA; while the U.S.A. employed the famed Harley and Indian bikes. Germany, perhaps, went the farthest in the use of motorcycles with sidecars and formed motorcycle groups with the sidecars mounting the MG34 machinegun, and were used in an offensive role as well as for communications and reconnaissance. The U.S. Army "Jeep" appeared in 1941, and the use of the motorcycle began to decline somewhat in American combat roles, but the Harley and Indian companies continued to supply large numbers of them to the allied forces of England, Canada and Russia.

At the end of the conflict, military sidecars disappeared almost completely, however, they seemed to have found new favour with the civilian populous, especially in Europe, and today international GP sidecar races are held throughout the world.

Basically, the sidecar/motorcycle combination is not as stable as the motorcycle or four wheeled vehicle. During acceleration the bike tends to incline toward the sidecar, and during deceleration it tends to incline in the opposite direction, and there is a decided difference in cornering, but these characteristics just add to the charm of the combination.

The Harley-Davidson Company, which is now the sole producer of United States motorcycles, has a long history of bike manufacturing. In 1901, William S. Harley and Arthur Davidson got together with an idea of making motorcycles, and after Davidson's two younger brothers joined them, produced their first motorcycle

in 1902. In 1907, the Harley-Davidson Company was established and they have been producing bikes ever since. In 1907 they released, for the first time, the famous V twin engine, which has become a tradition with them. They developed the "Drum brake" and two step transmission in 1914, and came up with the 3 step one in 1915. It is thanks to these innovations that won them public confidence. The world war had a dramatic effect on their growth, and during WW I their production jumped to 18,000 units and during the second war they produced 90,000 military bikes, model VLA45. After WW II they developed smaller displacement motorcycles, from 125cc on up through their largest, the 1200cc. Today, the concentration is on just the three large bikes of 1000; 1200 and 1340cc models, all with the V twin engine.

Naturally, the Harley Company was into the sidecar business almost from its outset, and produced them for commercial purposes, as well as passengers. They had one for baggage and package delivery called the "Package truck" and one for bulk oil deliveries called a "Tank Lorry." Even during the decline of the sidecar, Harley still produced them on order, and in 1979 when the FLH80 Classic took over as Harley's top model from the FLH1200 Electra Glide, it was reasonable that they added the sidecar to this model, as an option.

In 1978, Harley-Davidson released a limited production 1340cc V twin motorcycle, based on the Electra Glide, to commemorate the 75th anniversary of the company. Thanks to the great public response to this model, they added it to their product line the following year. The figure 80 denotes an 80 cubic inch displacement, which corresponds to 1340cc, and not to a year date as is much supposed.

The FLH80 is called the King of Bikes because of its dimensions. With an overall length of 2040cm and a weight of over 340kg it is no wonder that this beautiful machine inherited this regal title. The FLH80 stems from the model 74 (1200cc) released in 1941, and as the state of the art in metallurgy and bike design improved, was modified and changed to its present configuration. As it was designed and presented as a touring bike "Par Excellence" its top speed is only 170km/h, much lower than the latest of the other large bikes, but the FLH will take you on a long trip with little or no fatigue at the end of it.

The Harley sidecar is a large one. Almost 2 meters in length and is decorated with the same beige and cream, two tone, colour scheme. One of the characteristics of this sidecar is that it employs the same tyre and wheel size used on the bike itself. The frame is composed of welded steel tubing and is attached to the motorcycle frame at three attachment points with ball joints and bolts. It is quickly removable when not needed. The overall width

of the combination motorcycle and sidecar is over 1080cm and when seen on the roadways of the world excites favourable comment from all who view this truly "King of Bikes."

Kurz nach Erfindung des Motorrades durch Gottlieb Daimler, begann auch schon die Entwicklung des Beiwagen.

Automobile jener Tage waren sehr teuer und nur wenige konnten sich diese leisten. Der Platz auf dem Motorrad war beschränkt. So baute man einen Wagen an die Seite des Motorrades mit einem dritten Rad. Vom einfachen Gepäckseitenwagen bis zum Luxusmodell mit Glasfenstern und Einstiegs-türe, ganz geschlossen oder mit Verdeck zum öffnen, alles wurde so debattiert — auch mit Plüchsausstattung.

Als nun das Ford T Modell oder der Austin 7 in Massen zu kleinen Preisen produziert wurden, kamen die Seitenwagen in die Sportklasse der Motorräder, die Klasse der Gespanne entstand.

In den beiden letzten Kriegen bekamen die Motorräder besondere Aufgaben, Erkundigungen und Kurierfahrten konnten zuverlässig auf dem Motorrad mit und ohne Beiwagen erledigt werden. In Deutschland gab es zu dieser Zeit die BMW, Zündapp, Ardie und Victorie etc. in England war es die Norton und Triumph, BSA etc. und die USA hatten die Harleys und Indians. Das Beiwagengespann war eigentlich der Vorgänger des US Jeep's, der erst 1941 in Erscheinung trat und das Motorrad in vielen Armeen ablöste. Heute wird das Motorrad wieder von den Jungen in aller Welt gefahren, auf Rennen in der Beiwagen oder Gespannklasse.

Harley Davidson ist heute der einzige Hersteller von Motorrädern in Amerika und hat eine lange Geschichte.

1901 begann William S. Harley und Arthur Davidson ihre Idee in die Tat umzusetzen. Die zwei jüngeren Brüder von Davidson traten in die Firma ein und bereits 1902 war das erste Motorrad fertig.

1907 wurde die Harley Davidson gegründet und stellt seither Motorräder her.

Im ersten Weltkrieg konnte die Firma enorm wachsen, 18000 Räder gingen an die Armee und im zweiten Kriege dann sogar rund 90000 WLA45. Harley Davidson brachte auch viele Erfindungen auf dem Markt hervor: 1909 wurde der erste Twin V-Motor für Motorräder gebaut, es folgte die Trommelbremse, 1914 die Zweigang-Übersetzung und 1915 das 3-Gang Getriebe. Nach dem letzten Kriege wurden Maschinen von 125 bis 1200 cc hergestellt, heute konzentriert man sich jedoch nur auf die drei Klassen 1000 cc, 1200 cc und 1340 cc.

Fast von Anfang an baute Harley Davidson ein Motorrad mit Seitenwagen für geschäftliche Zwecke, den "Package Truck" für Gepäck und Pakettransport und sogar ein Öllieferfahrzeug, den "Tank Lorry."

Auch als die Seitenwagen aus der Produktion genommen wurden, konnte man sich bei Harley Davidson seinen Wunsch-Seitenwagen bestellen. 1979 kam das Topmodell FLH80, der Nachfolger der berühmten FLH1200 Electra-Glide auf den Markt. Auch für diesen Type konnte man einen Seitenwagen bestellen.

Zum 75. Jubiläum der Firma im Jahre 1978 wurde eine begrenzte Anzahl von 1340 cc Motorrädern aus der Electra-Glide Serie gebaut.

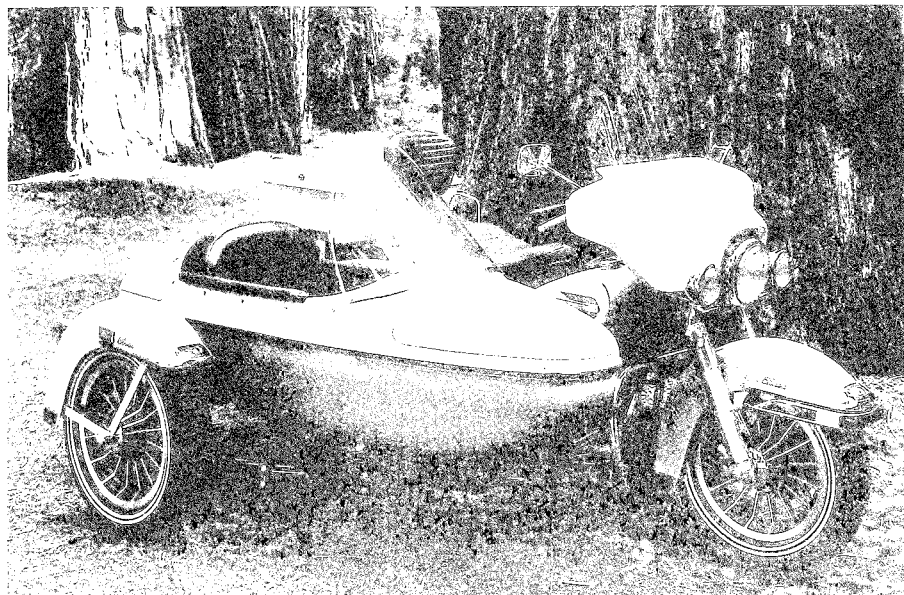
Die Nachfrage war so gross, dass man dieses Modell 1979 in die Serien-Produktion nahm. Die Zahl 80 heisst, 80 cubic inch = 1340 cc.

Die FLH80 ist der King der Motorräder. Länge 204 cm, Gewicht über 340 Kilo, ein Tourenrad mit nur 170 km/Stde. Allerdings kommt man mit diesem Motorrad in aller Frische ans Ziel.

Der Harley Seitenwagen ist lang, beinahe 2 Meter. Farbe in beige und creme. Der Reifen hat die gleiche Grösse wie die anderen Reifen.

Der Rahmen ist aus geschweissten Stahlröhren und an 3 Stellen mit dem Motorrad verbunden und kann schnell abmontiert werden.

Die Breite des Motorrades mit Seitenwagen ist 108 cm und wo es erscheint, wird es überall bestaunt.



READ BEFORE ASSEMBLY.
ERST LESEN — DANN BAUEN.



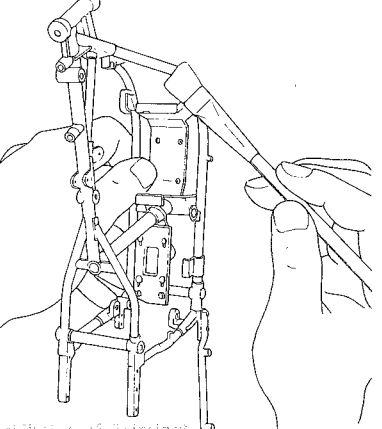
Study the instructions and photographs before commencing assembly.
 You will need a sharp knife, a screw-driven file and a pair of pliers.
 Do not break parts away from screw, but put off carefully with a pair of pliers.
 Use oil when assembling. Use only enough to make a good bond.
 Where relevant to both parts to be joined.
 This man shows the colour.

Studieren Sie die Anweisungen und Photographien vor dem Zusammenbau.
 Sie benötigen ein scharfes Messer, ein schraubgetriebenes Feilen und eine Zange.
 Brechen Sie nicht Teile vom Schraubgewinde ab, sondern entfernen Sie sie vorsichtig mit einer Zange.
 Verwenden Sie Öl beim Zusammenbau. Verwenden Sie nur soviel Öl, wie zum Herstellen einer guten Verbindung notwendig ist.
 Wo es sich auf beide zu verbindende Teile bezieht.
 Dieser Mann zeigt die Farbe.

Parts to be cemented
 Hier ankleben

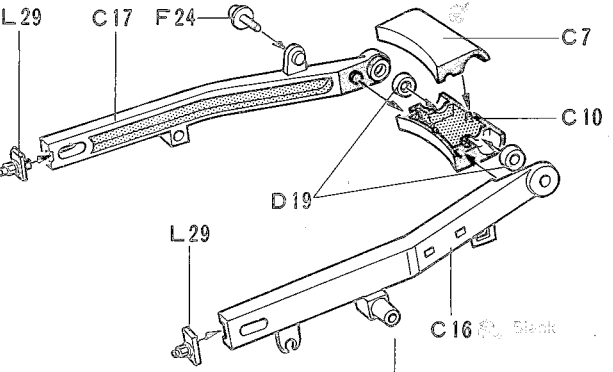
PAINTING
 Painting of Frame

Paint black parts in black. Frame should be carefully painted one side at a time so as not to leave finger marks.
 Bemalung des Rahmens
 Alle schwarzen Teile in schwarz bemalen. Zuerst eine Seite, so lassen sich Fingerdrücke vermeiden.

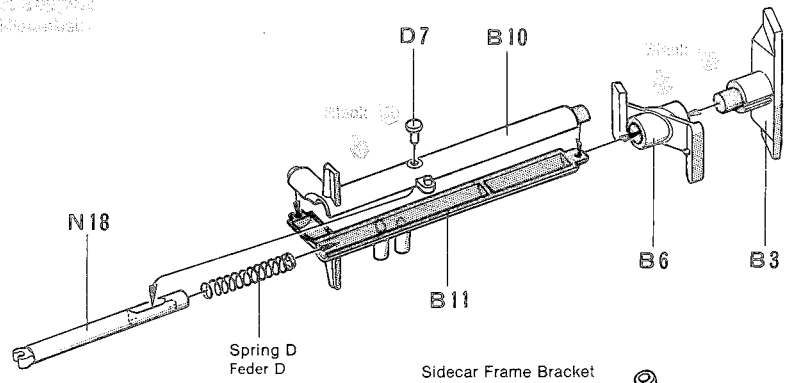


Painting of Paintings
 Parts to be painted in the same colour should be painted after being assembled. This is the tip for gaining the best result. Parts with adhesives forced out and loosened seams should be filed before painting. Direct your attention even to the smallest screw.
 Teile die in gleicher Farbe bemalt werden, sollten nach dem Kleben bemalt werden. Vor dem Bemalen die Klebstoffreste entfernen. Auch auf das kleinste Detail achten.

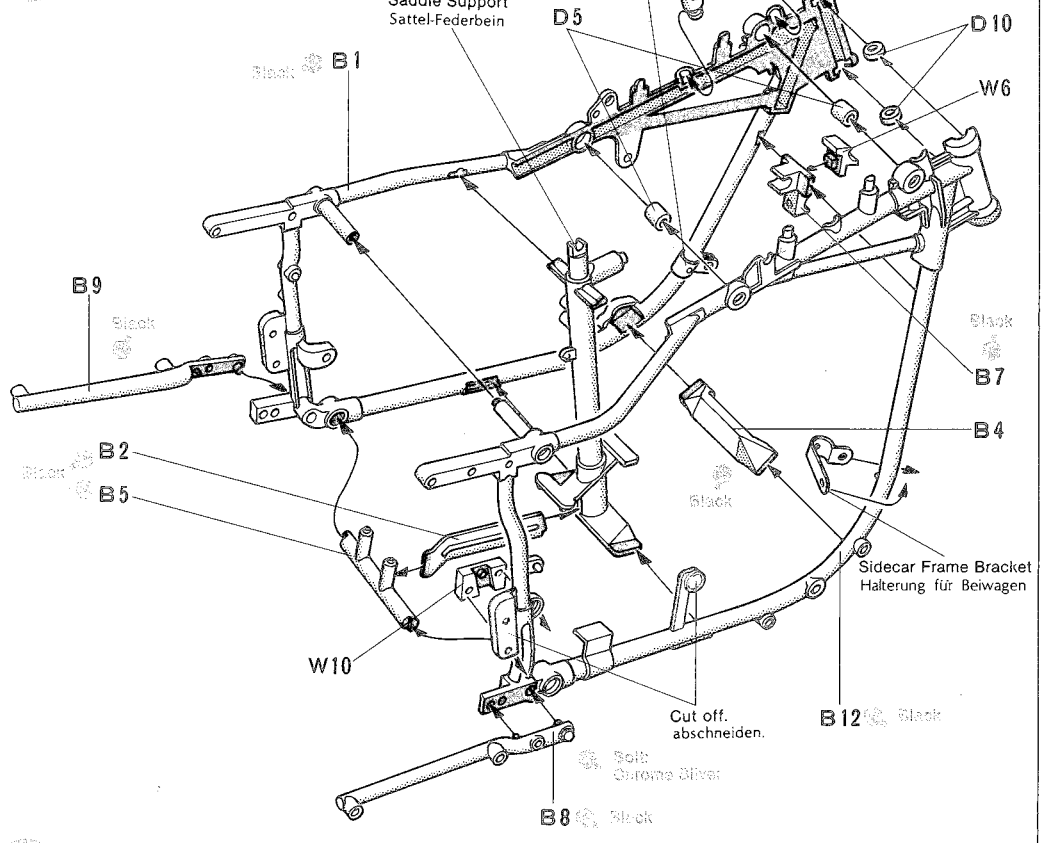
Interior Cable



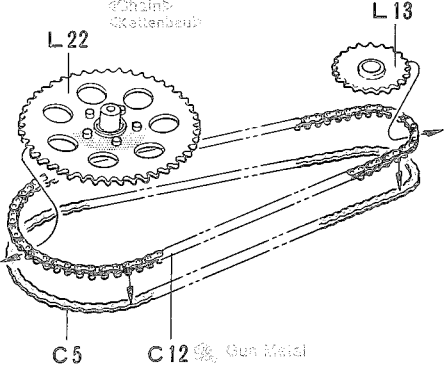
Parts to be assembled
 Detailarbeiten



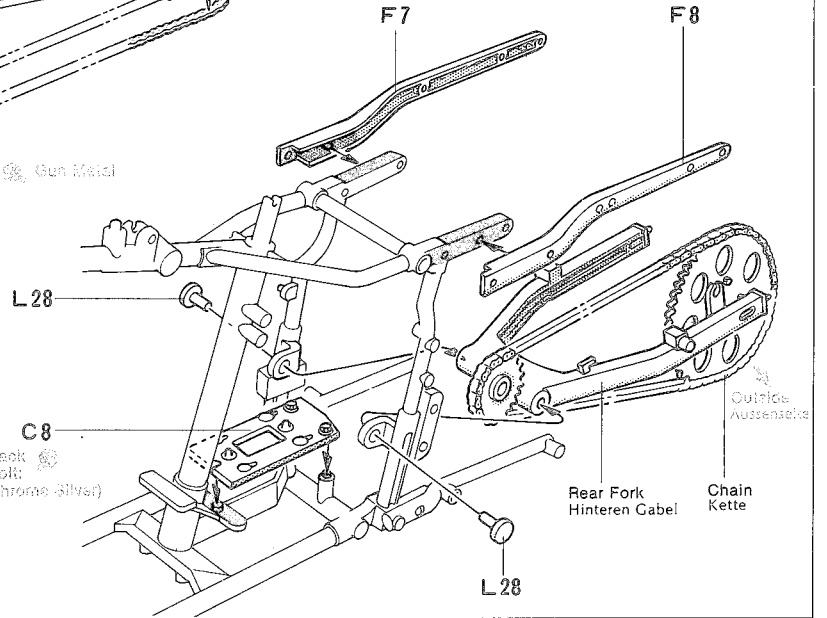
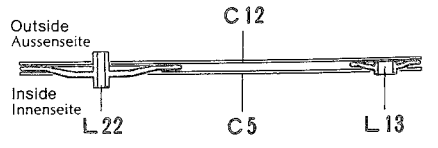
Construction of Frame
 Rahmenbau



Assembly of Chain
 Aufbau Kette



Cross Section of Chain
 Querschnitt Kette



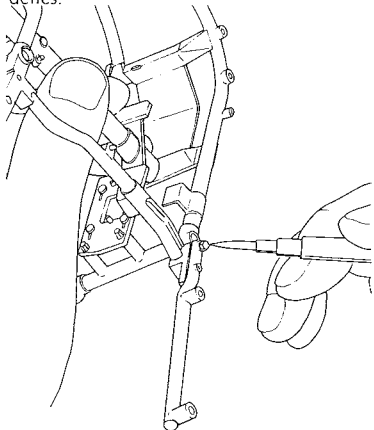
PAINTING

<Painting Bolts>

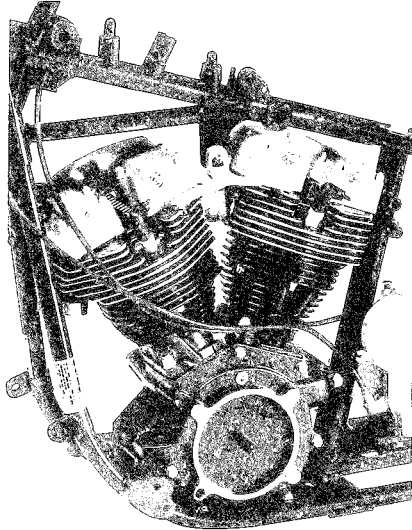
All the bolts used in the frames and the engine are chrome plated. Paint them with care, since they serve to enhance to overall appearance of your finished model.

<Bemalung der Bolzen>

Alle Bolzen im Rahmen und Motor sind chrome-sorgfältig bemalen. Sie erreichen dadurch ein besseres Aussehen des Modells.

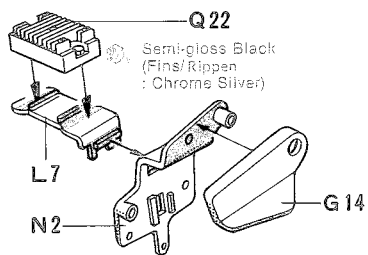


<Mounted Engine> <Eingebauter Motor>

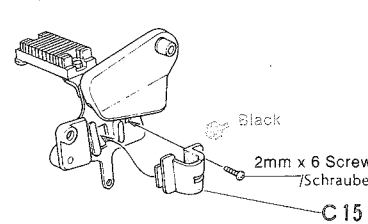


<Foot Rest Guard>

<Step 1>

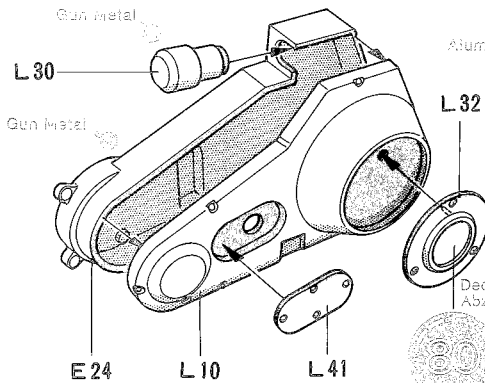


<Step 2>



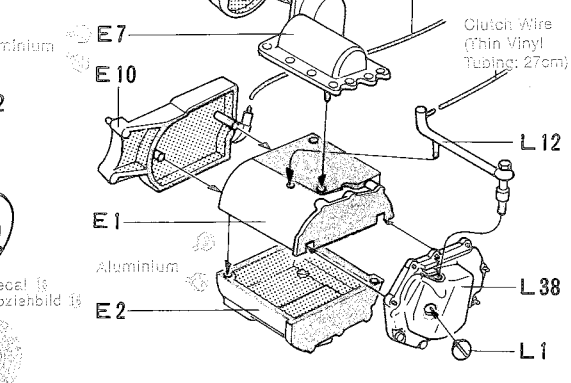
<Chain Case> <Ketten-Gehäuse>

<Chain Case> <Ketten-Gehäuse>

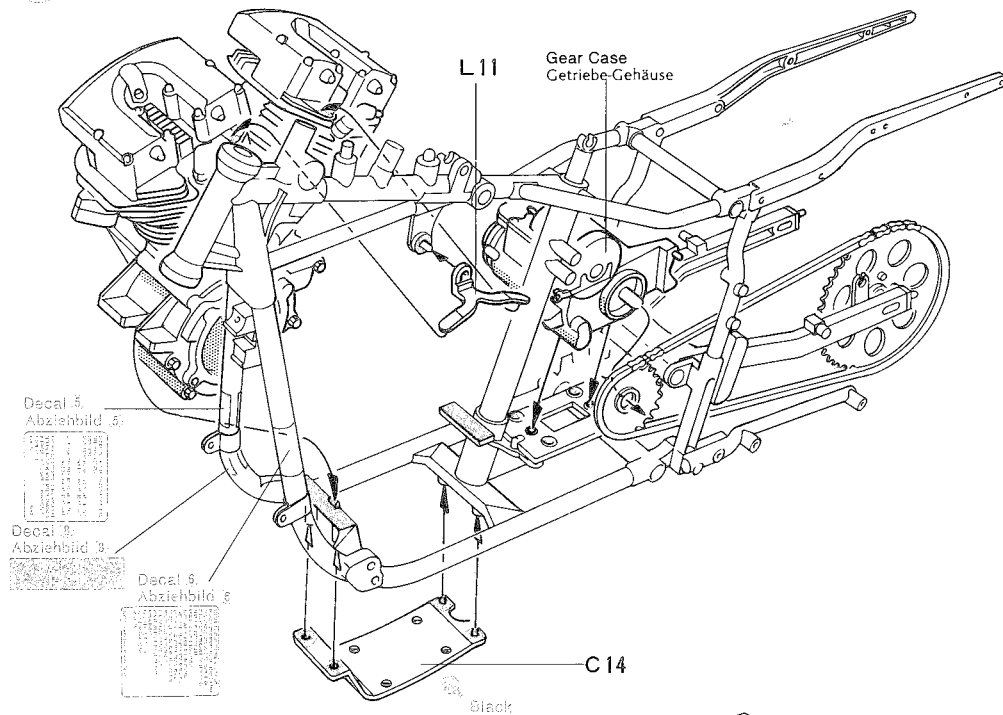


<Gear Case> <Getriebe-Gehäuse>

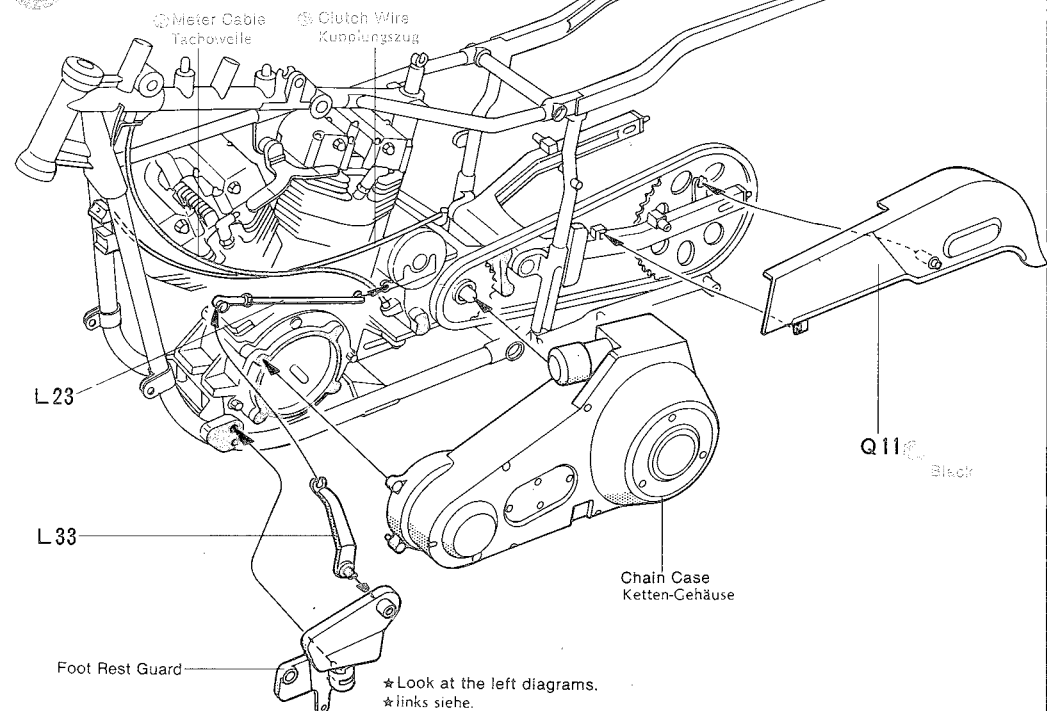
<Gear Case> <Getriebe-Gehäuse>



<Engine Mounting> <Motoren-Montage>

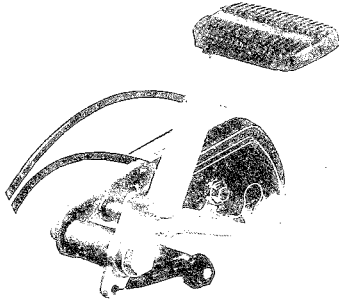


<Attaching Chain Case> <Einbau Ketten-Gehäuse>

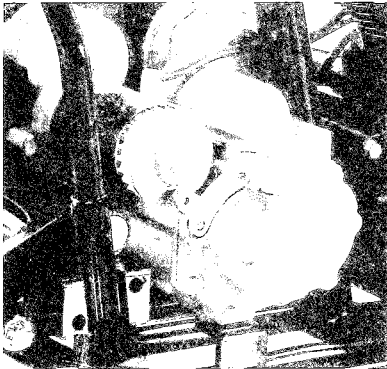


★ Look at the left diagrams.
★ links siehe.

«Front of Foot Pedal»
 «Vorne der Fusspedale montieren»



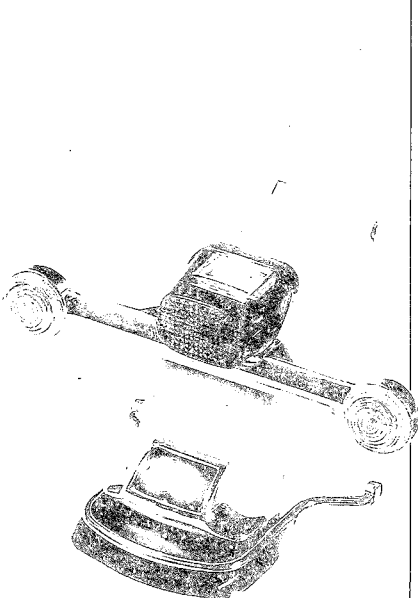
«Adding L24»
 «Einbau der L24»



«Attached F15's»
 «Einbau der F15's»

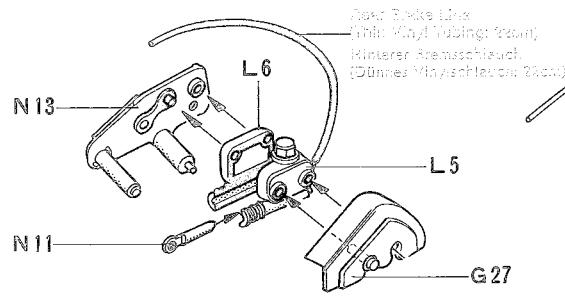


«Rear Panels»
 «Hintere Schutzbleche»

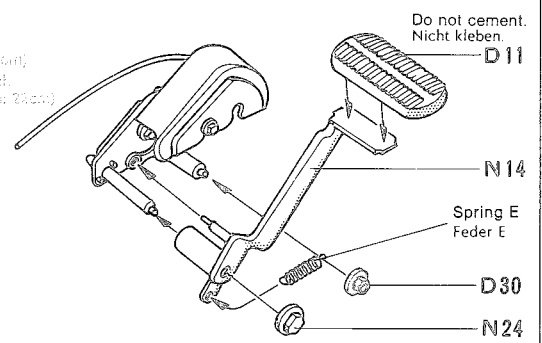


«Step 2»
 «Zweite Montagephase»

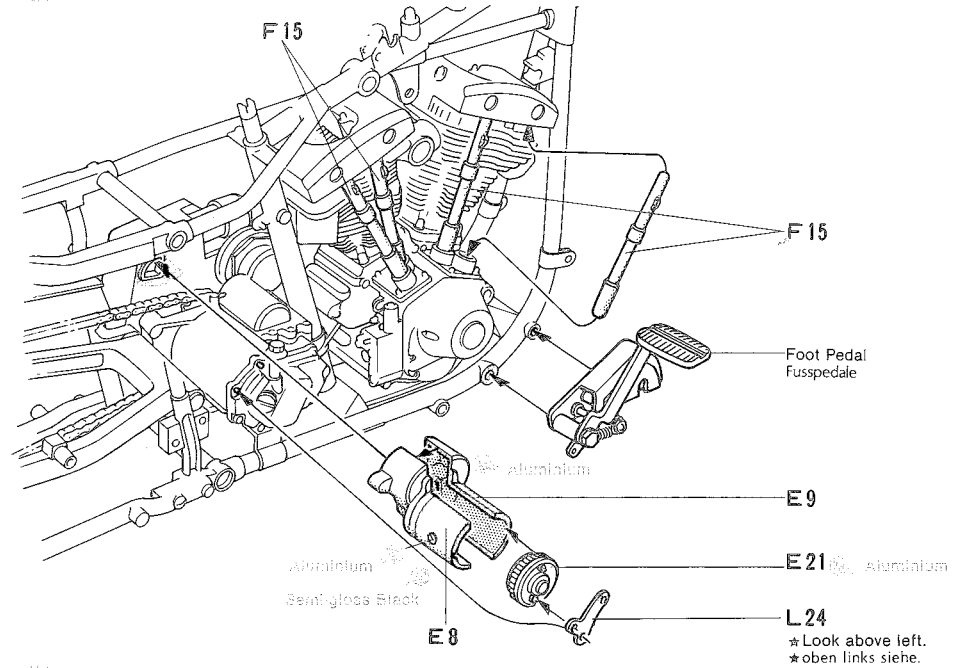
«Step 3»



«Step 2»

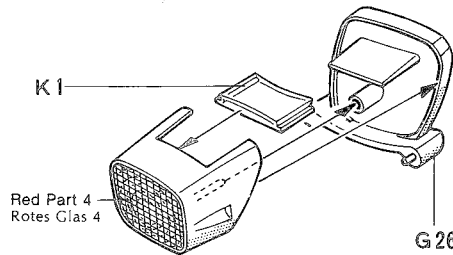


«Step 4»
 «Vierter Montagephase»

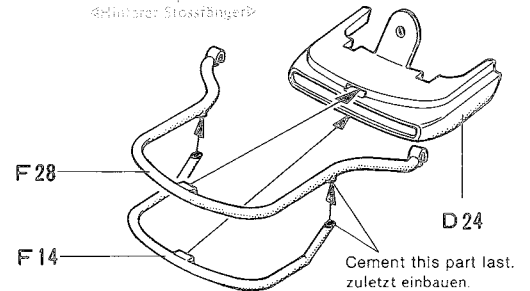


«Step 5»
 «Fünftes Schutzblech Teile»

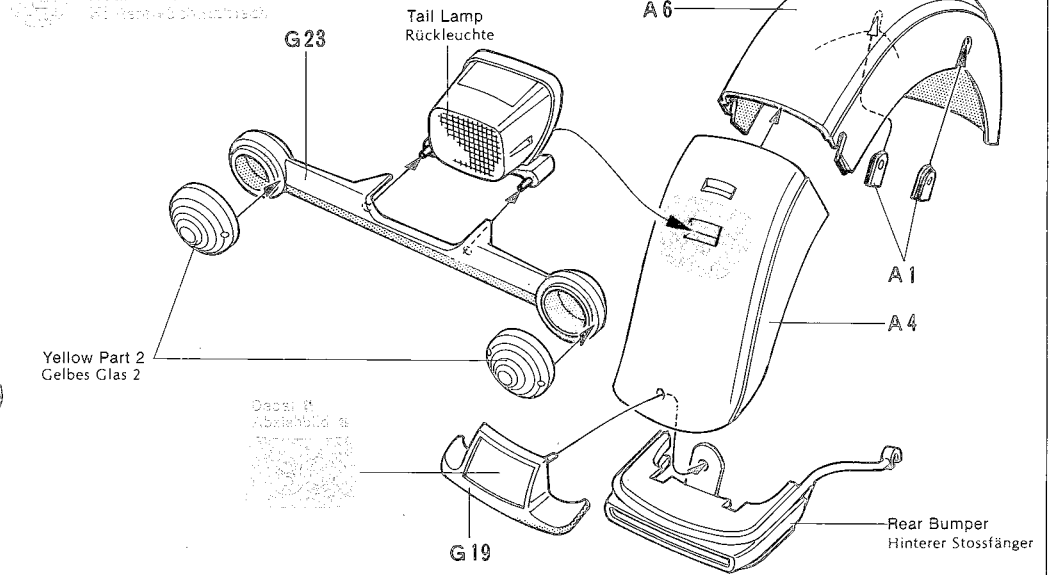
«Tail Lamp»
 «Rückleuchte»



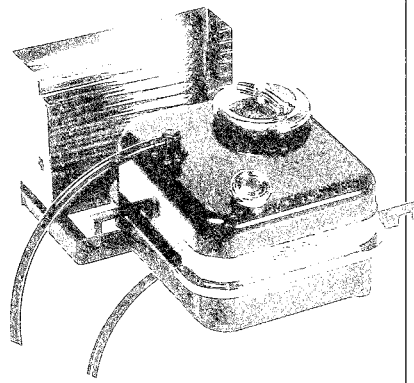
«Rear Dampers»
 «Hinterer Stößdämpfer»



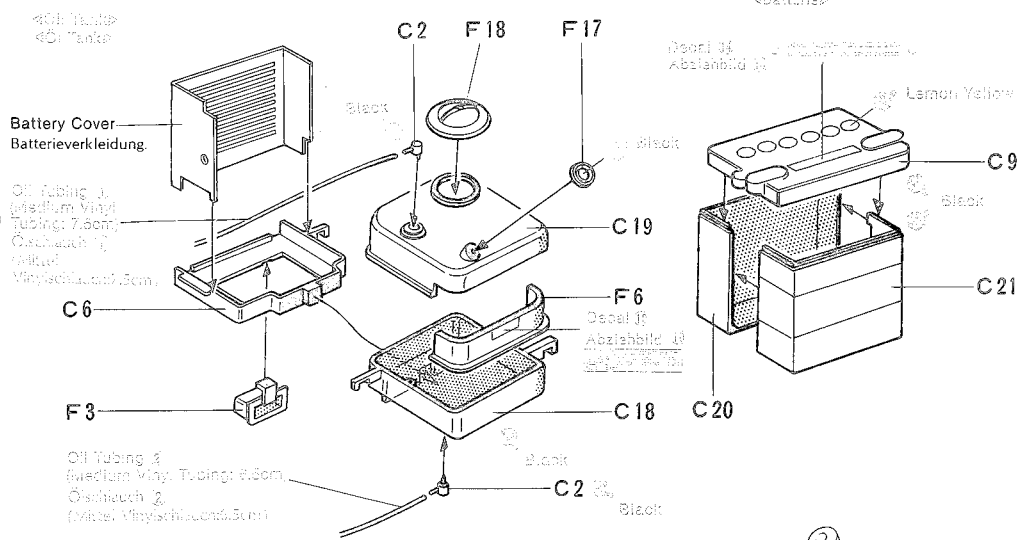
«Step 6»
 «Sechste Schutzblech Teile»



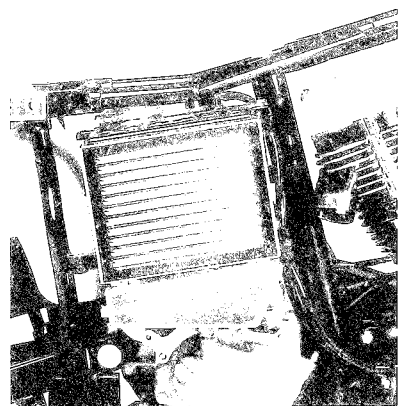
15 <<Front View>>
<<Ansicht von vorne>>



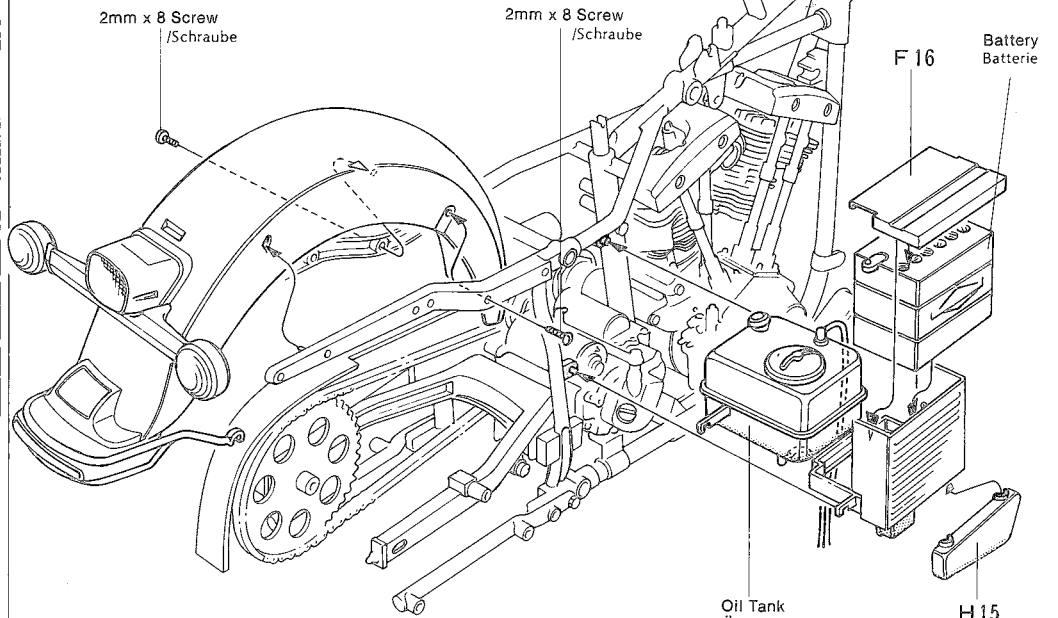
15 <<Front View>>
<<Ansicht von vorne>>



16 <<Right Side View>>
<<Ansicht von rechts>>



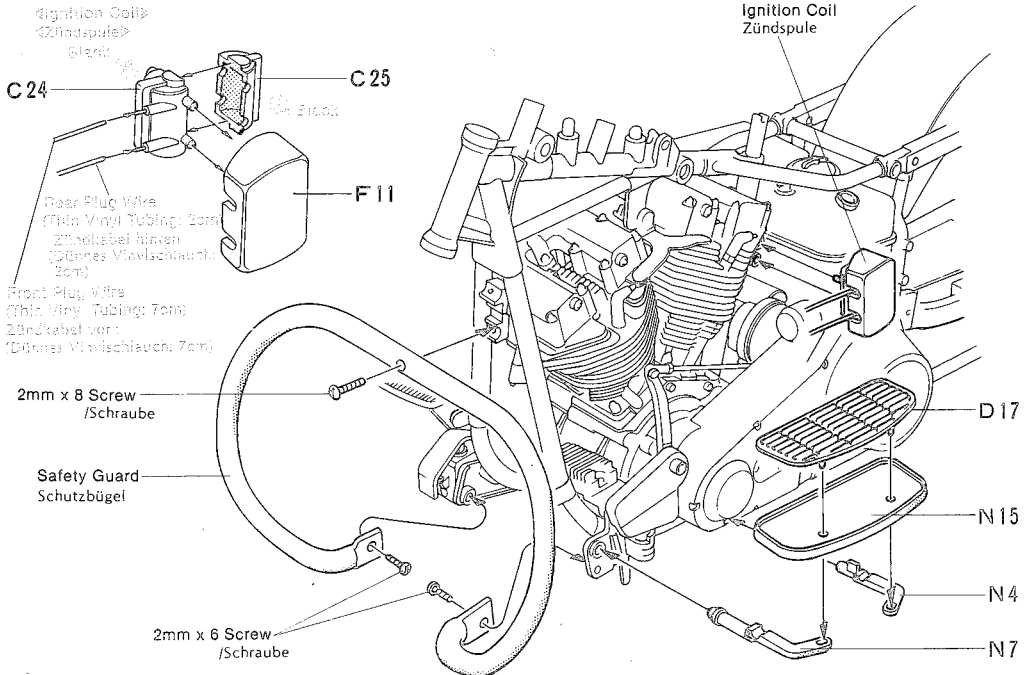
16 <<Right Side View>>
<<Ansicht von rechts>>



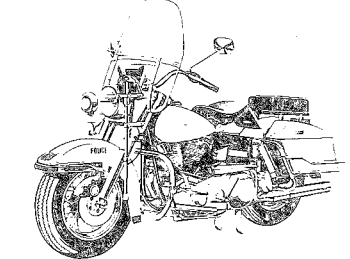
17 <<Left Side View>>
<<Ansicht von links>>



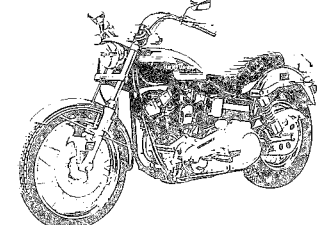
17 <<Left Side View>>
<<Ansicht von links>>



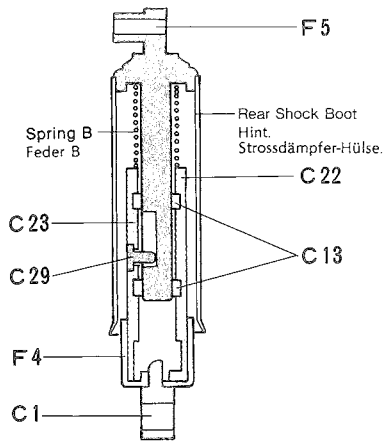
BUILD A COLLECTION OF TAMIYA
PRECISION MOTORCYCLE MODELS
1/6 HARLEY DAVIDSON POLICE BIKE



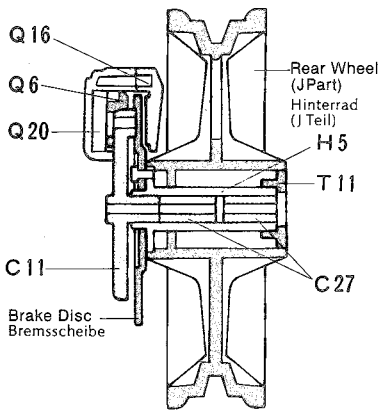
1/6 HARLEY DAVIDSON FXE 1200



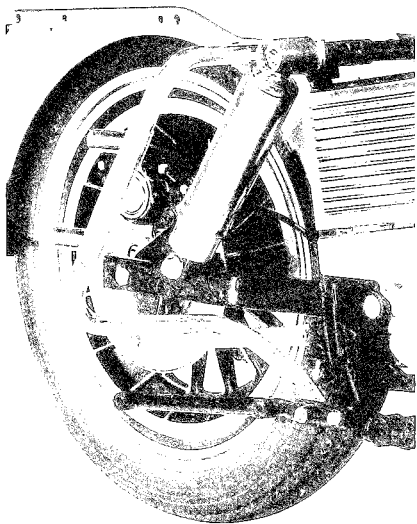
16 Rear Shock
Hintere Stossdämpfer
Longitudinal Section of Shock



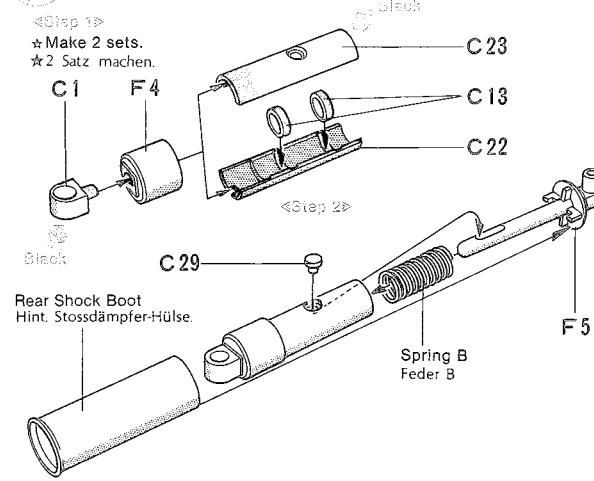
20 Rear Wheel
Hinterrad



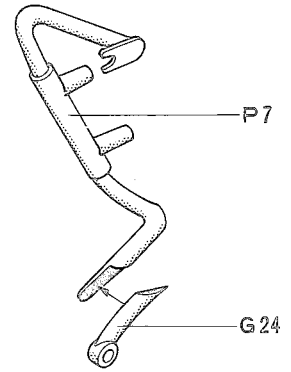
21 Attached Rear Wheel
Eingebautes Hinterrad



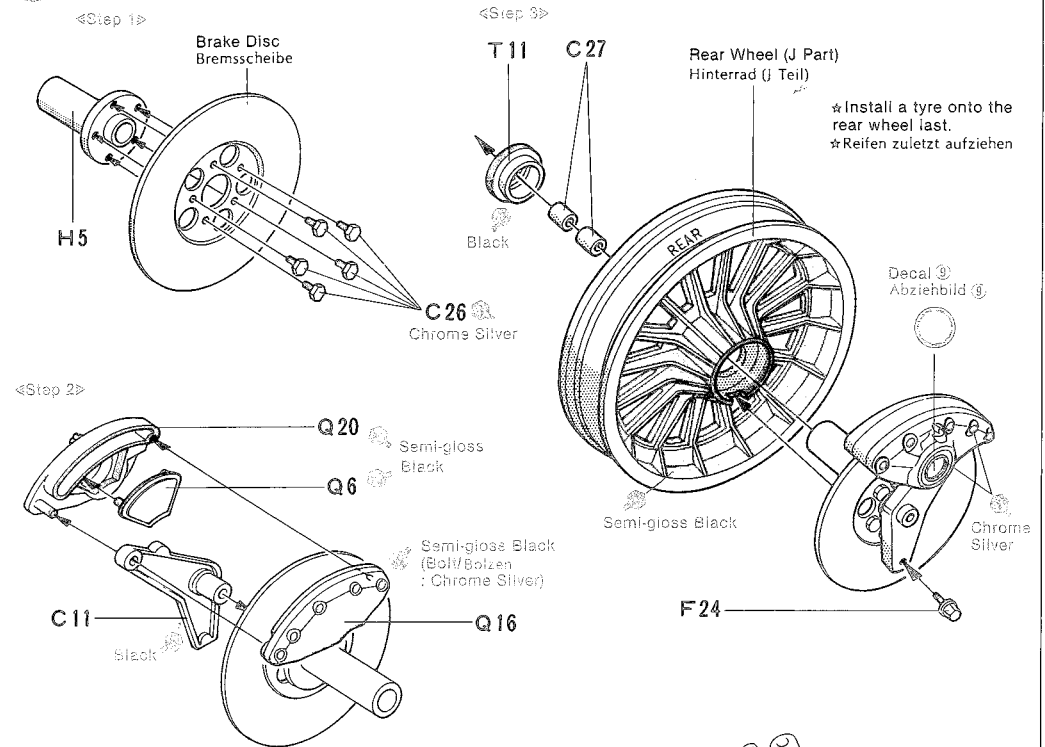
19 Assembly of Rear Shock absorber
Hintere Stossdämpfer Montage



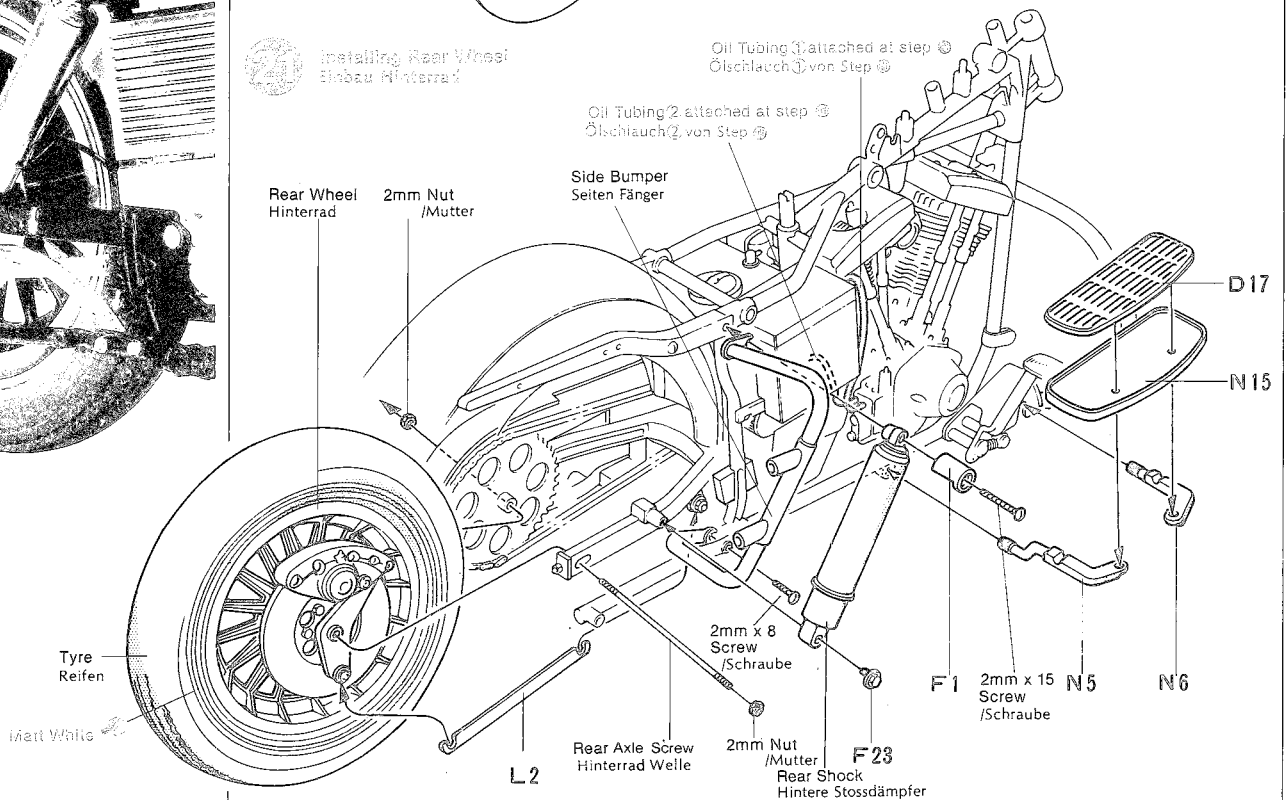
19 Side Bumper
Seiten Fänger rechts



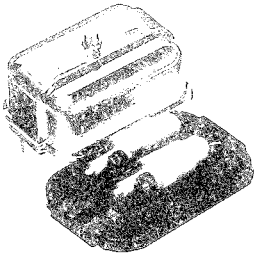
20 Rear Wheel
Hinterrad



24 Installing Rear Wheel
Einbau Hinterrad

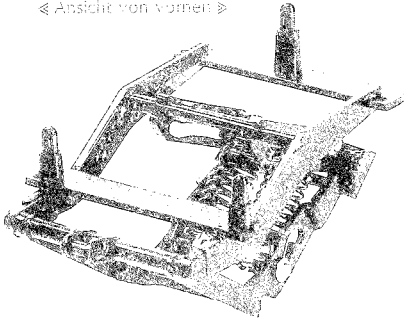


«Spare Plug Case»
«Zündkerzen Kasten»

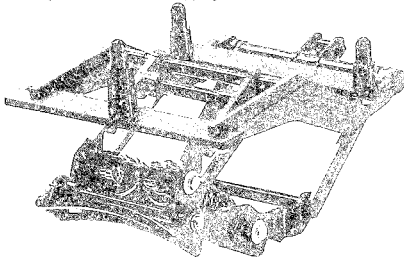


«Saddle Frame»
«Sattel-Rahmen»

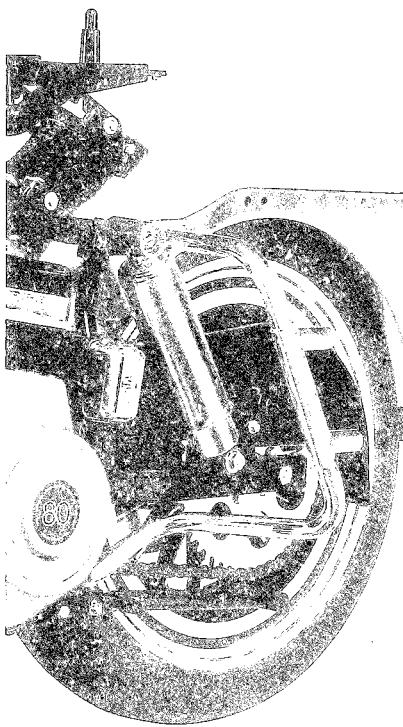
«Front View»
«Ansicht von vorn»



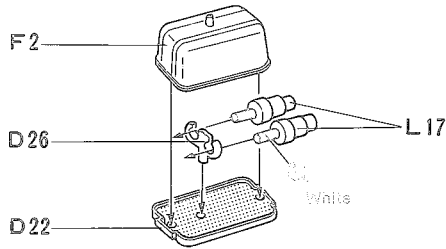
«Rear View»
«Ansicht von hinten»



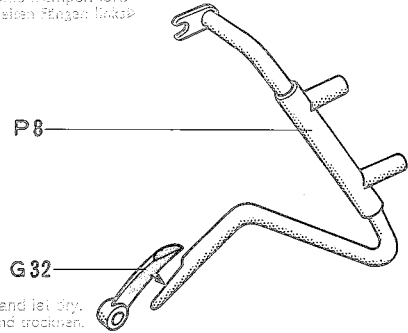
«Photo of Saddle Frame»
«Foto von Sattel-Rahmen»



«Spare Plug Case»
«Zündkerzen Kasten»



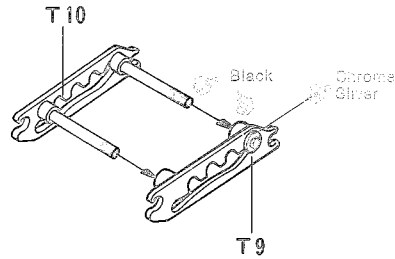
«Side Bumper»
«Seiten Fänger»



Cement end let dry.
Kleben und trocknen.

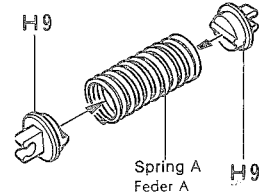
«Saddle Frame»
«Sattel-Rahmen»

«Saddle Frame A»
«Sattel-Rahmen A»



«Spring»
«Feder»

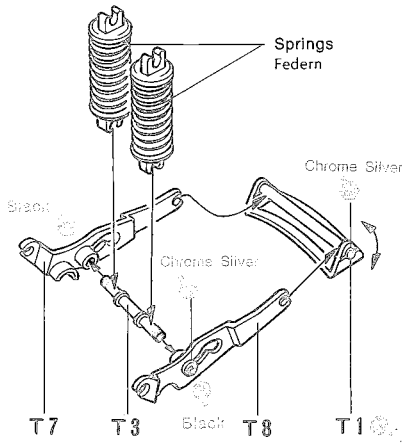
«Make 2 sets»
«2 Satz machen»



Spring A
Feder A

«Completion»
«Endmontage»

«Saddle Frame B»
«Sattel-Rahmen B»

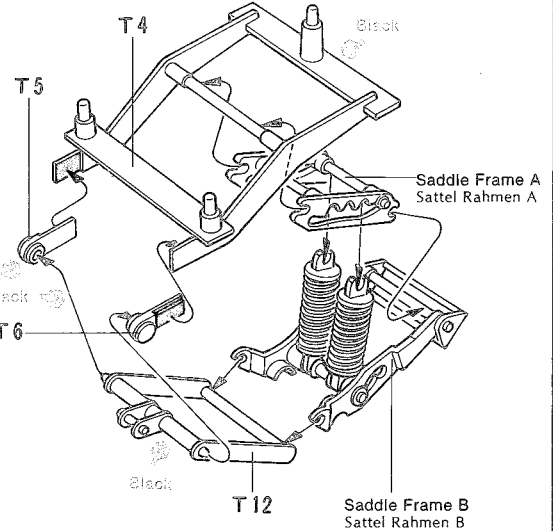


Chromesilver

Chromesilver

Chromesilver

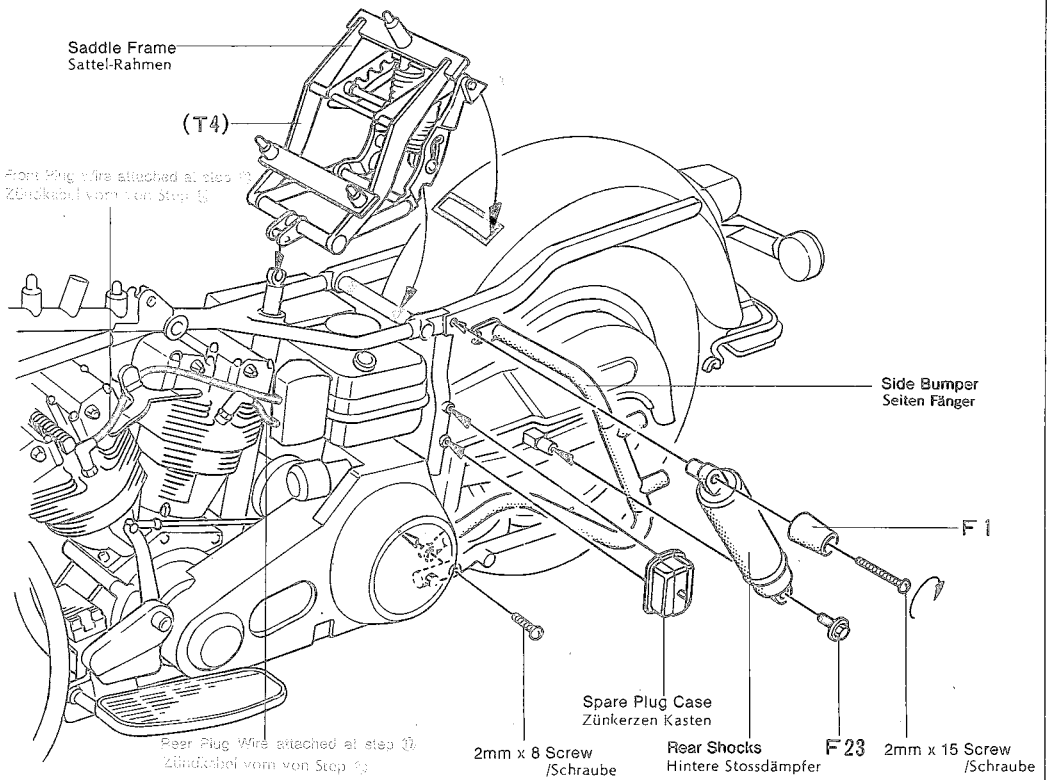
Chromesilver



Saddle Frame A
Sattel Rahmen A

Saddle Frame B
Sattel Rahmen B

«Photo of Saddle Frame»
«Foto von Sattel-Rahmen»



Front Plug Wire attached at step 3.
Zündkerze vom von Step 3

Saddle Frame
Sattel-Rahmen

(T4)

Side Bumper
Seiten Fänger

F1

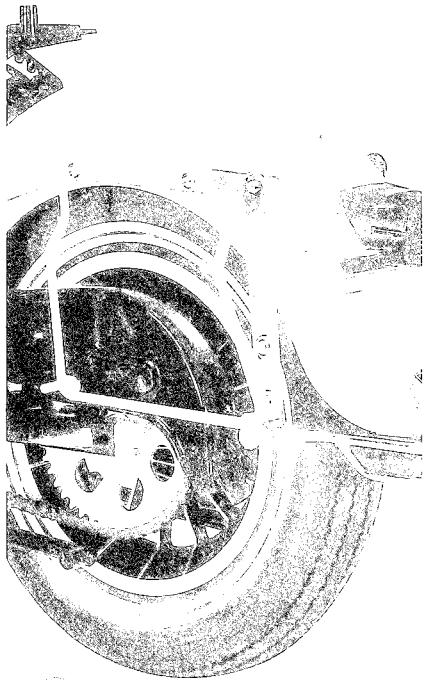
Spare Plug Case
Zündkerzen Kasten

Rear Shocks
Hintere Stossdämpfer

F23

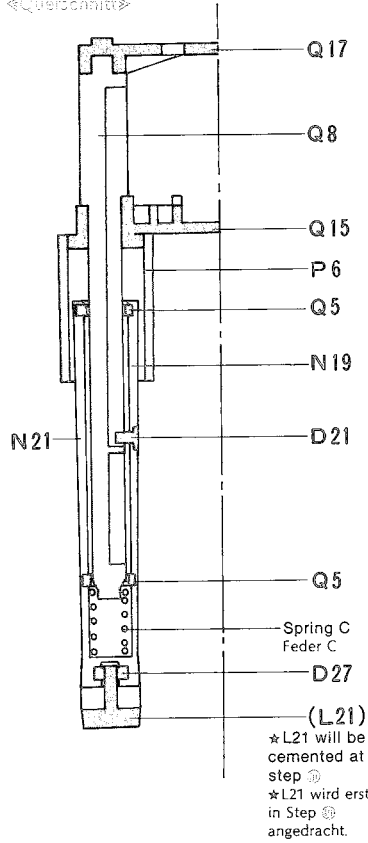
2mm x 8 Screw
/Schraube

2mm x 15 Screw
/Schraube

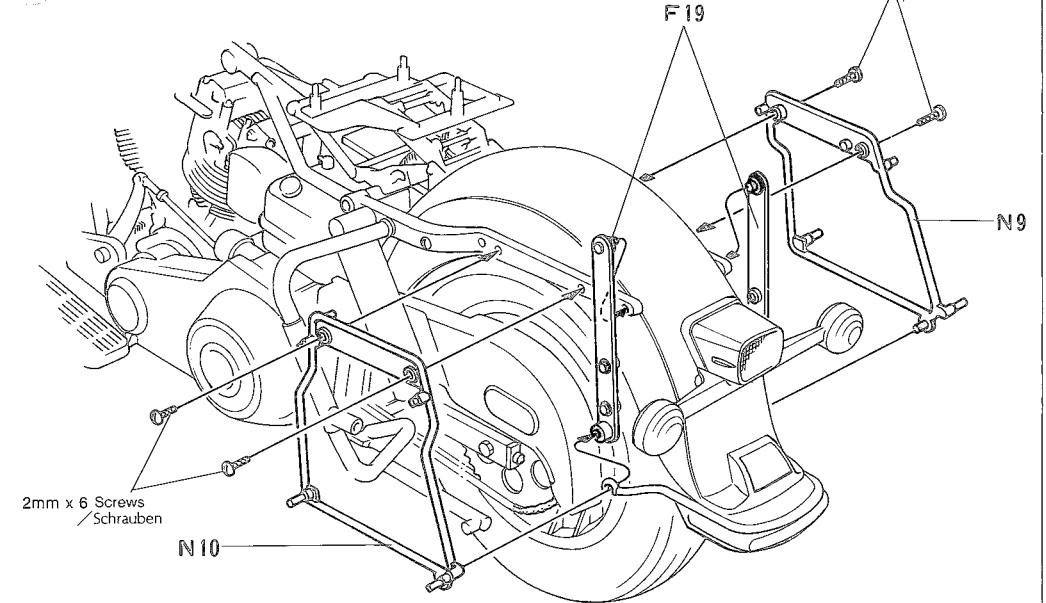


«Front Fork»
«Komplettes Vordergabel-Gesamte»

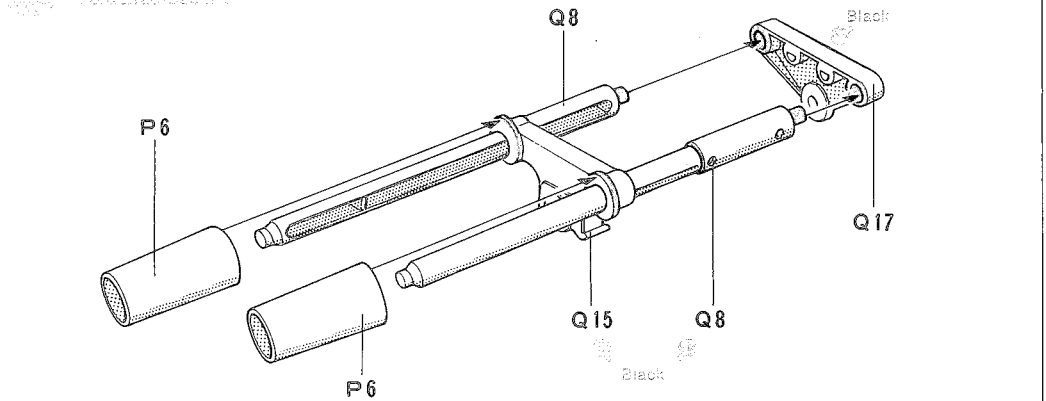
«Longitudinal Section of Front Fork»
«Querschnitt»



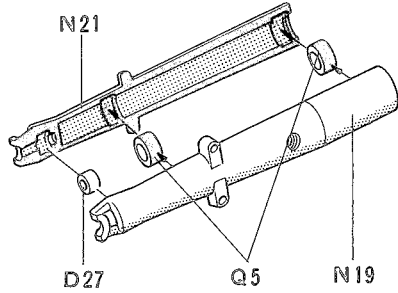
«Front Fork»
«Vordergabel-Gesamte»



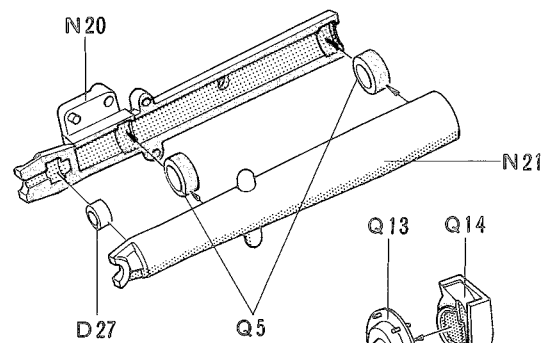
«Front Fork»
«Vordergabel-Gesamte»



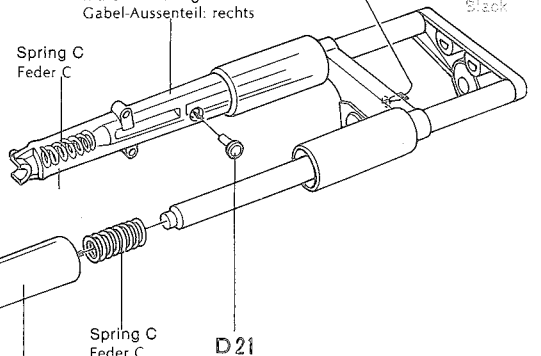
«Outer Tube, right»
«Gabel-Aussenteil: rechts»



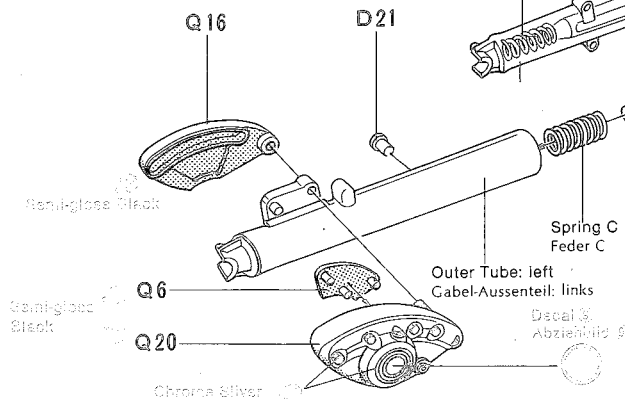
«Outer Tube, left»
«Gabel-Aussenteil: links»



Outer Tube: right
Gabel-Aussenteil: rechts

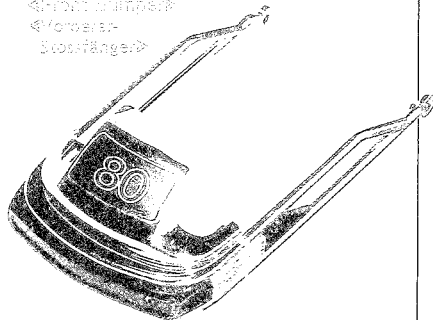


Outer Tube: left
Gabel-Aussenteil: links

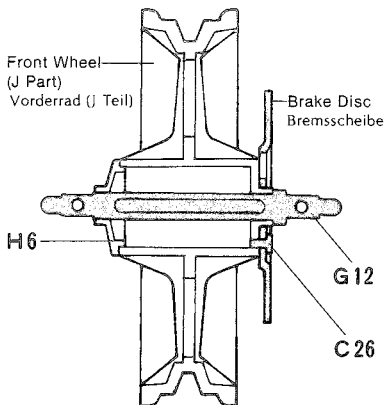


Front Bumper
Vorderer-Stoßfänger

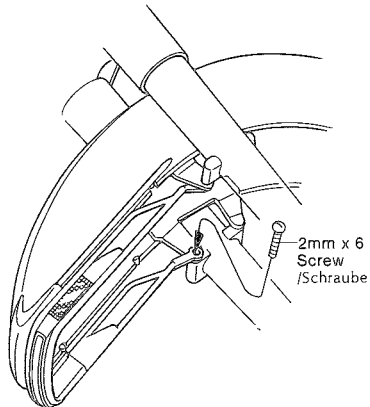
Front Bumper
Vorderer-Stoßfänger



Front Wheel
Vorderrad

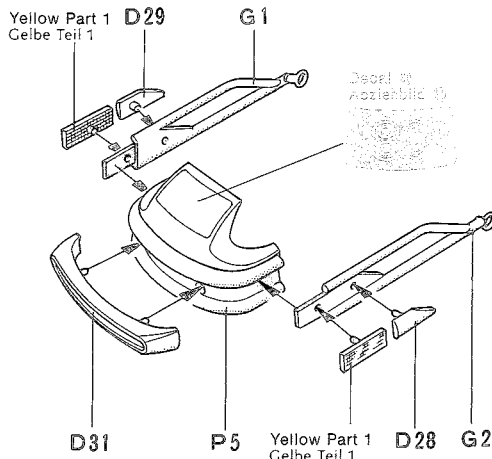


Attaching Front Fender
Einbau des Vorderen-Schutzbleches

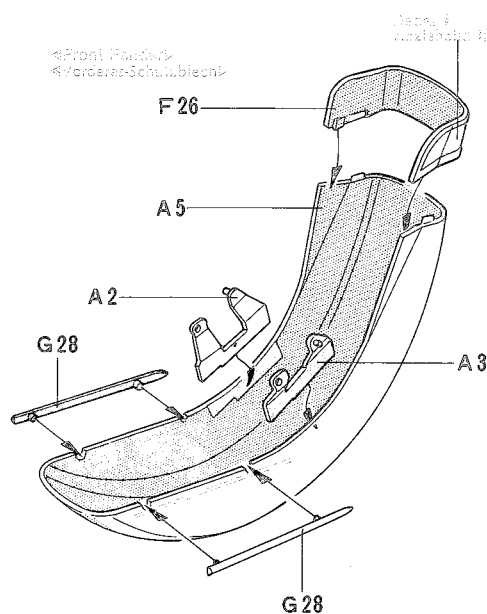


Front Bumper
Vorderer-Stoßfänger

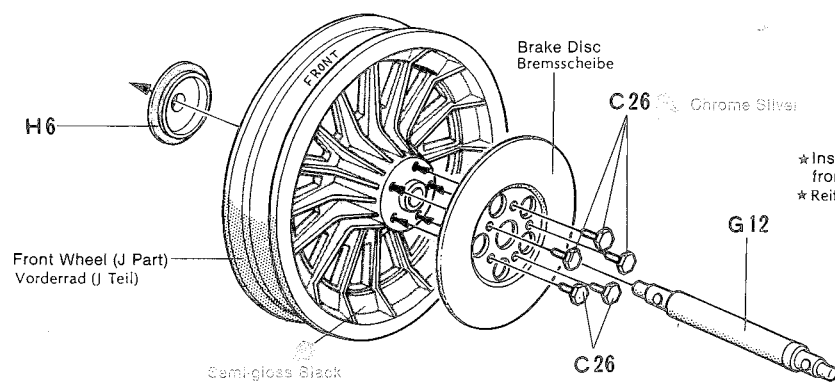
Front Bumper
Vorderer-Stoßfänger



Front Fender
Vorderes-Schutzblech



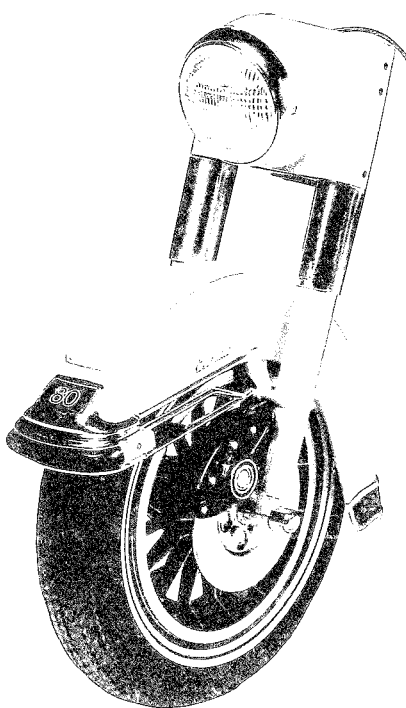
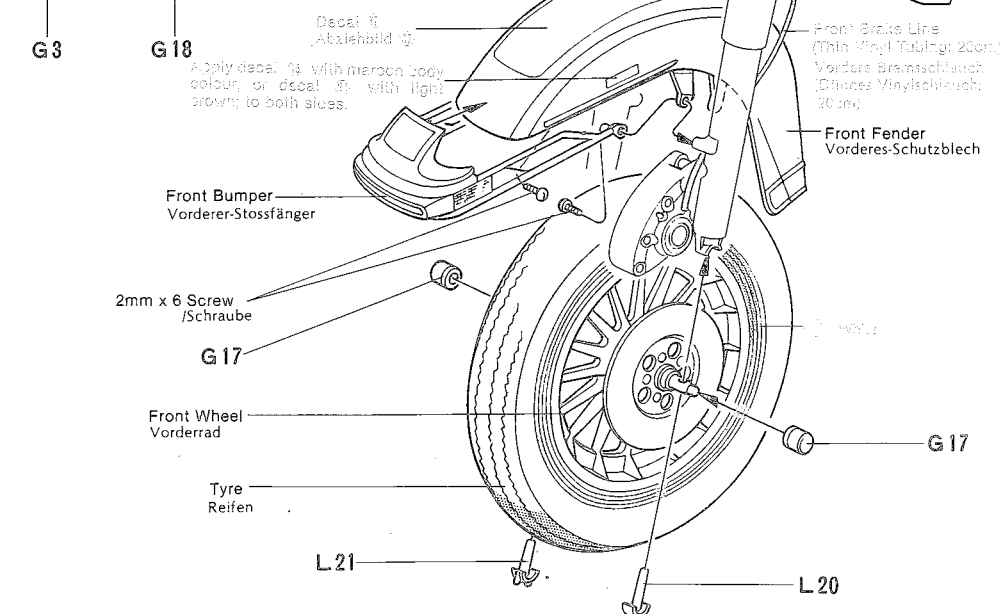
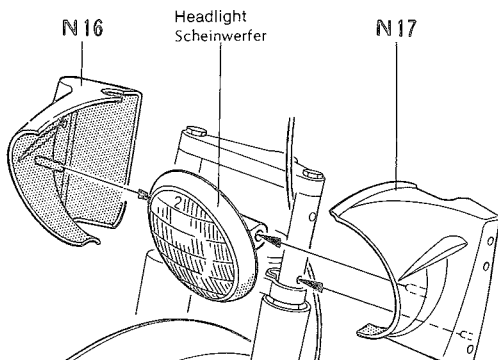
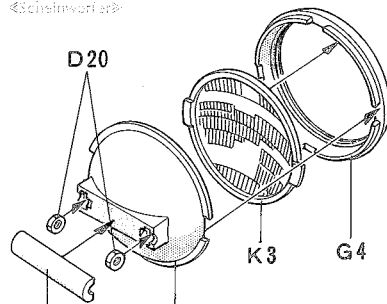
Front Wheel
Vorderrad



Install a tyre onto the front wheel last.
Reifen zuletzt aufziehen

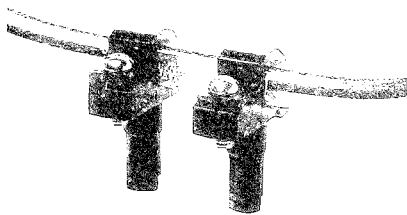
Attaching Front Headlight
Einbau Vorderes

Headlight
Scheinwerfer

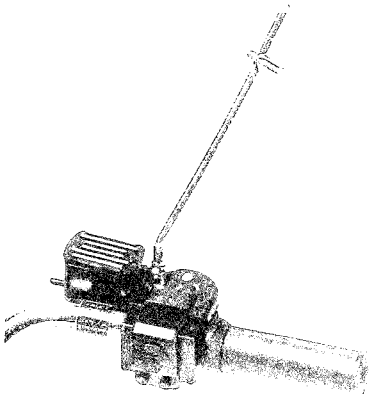


«Handle Bar»
«Lenkstange»

«66, 67»



«Decal 2»
«Abziehbild 2»



«Assemble Front Fork»
«Eingebautes Vorderrad-Gabel»

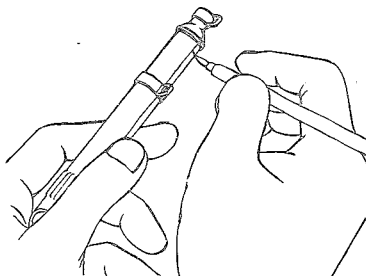


PAINTING

«Repair of worn off plating»
«Chromieren»

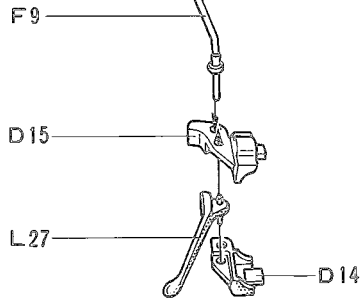
Apply silver paint with a very fine pointed brush to make good any damaged chrome work.

Schadhafte Stellen der Chromschicht mit spitzem Pinsel und Silber Farbe ausbessern.

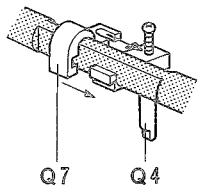


«Handle Bar»
«Lenkstange»

«Clutch Lever»
«Kupplungsgriff»

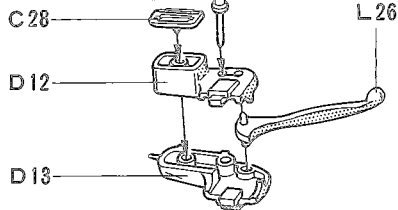


«67»



Clutch Lever
Kupplungsgriff
D3

Semi-globe Bracket
(Flat/Aluminum
Chrome Silver)



«Brake Lever»
«Bremsgriff»

Brake Lever
Bremsgriff

2mm x 6 Screws
Schrauben

Black

Handle Bar
Lenkstange

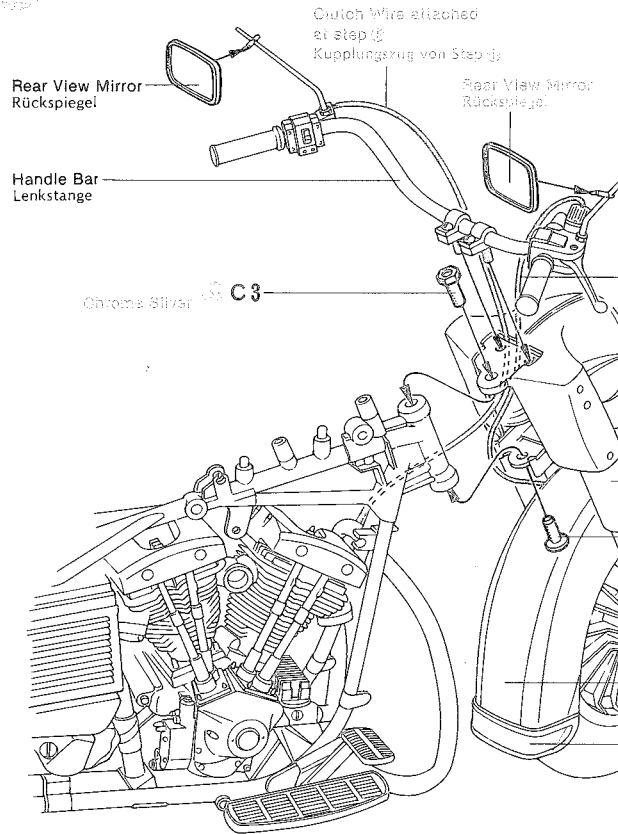
Black

Decal 3
Abziehbild 3

D16

D3

«Assembling Front Fork»
«Einbau Vorderrad-Gabel»



Rear View Mirror
Rückspiegel

Clutch Wire attached
at step 13
Kupplungszug von Step 13

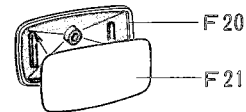
Rear View Mirror
Rückspiegel

Handle Bar
Lenkstange

Chrome Silver
C3

«Rear View Mirror»
«Rückspiegel»

★ Make 2 sets.
★ 2 Satz machen.



Front Brake Hose attached at step 13
Vordere Bremsschlauch von Step 13

Front Fork
Vorderrad-Gabel

C4

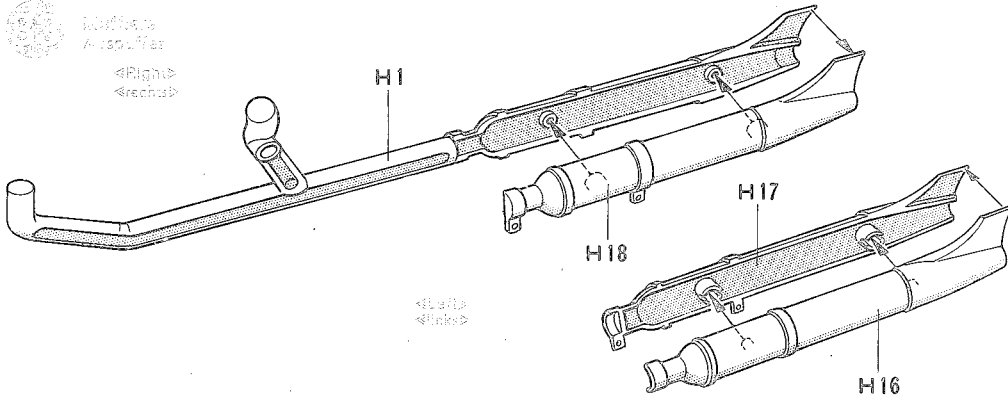
Decal 7
Abziehbild 7

Decal 11
Abziehbild 11

«Front Fork»
«Vorderrad-Gabel»

«Right»
«Rechts»

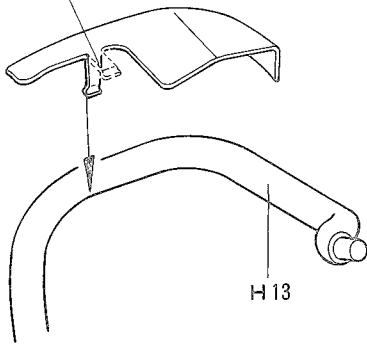
«Left»
«Links»



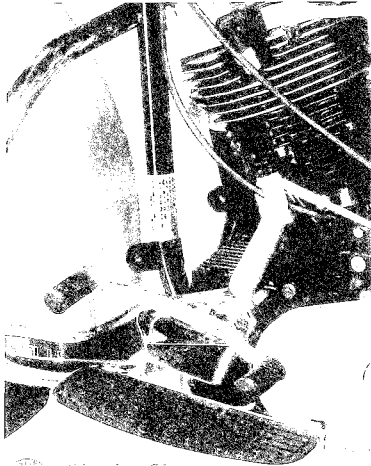
«Left»
«Links»

H16

Fold and push to catch H13
Hier biegen und festhalten.



«Attachment F27»
«Einbau der F27»



«Number Plate»
«Nummernschild»

U.S. Number Plate
US Hummerschild

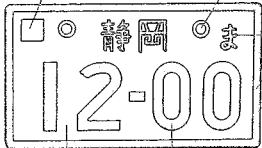


Lemon Yellow

Blue

Japanese Number Plate
Japan Nummernschild

Decal 1
Abziehbild 1



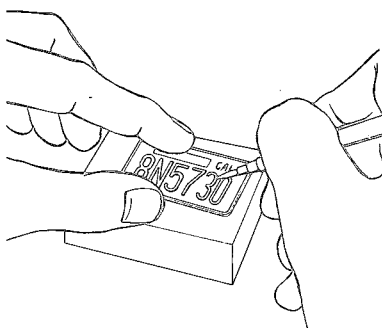
Green

White Green

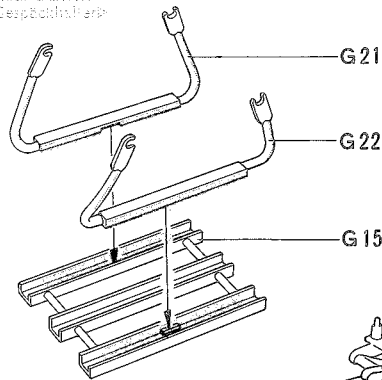
PAINTING

«Painting of Number Plate»
«Nummernschild»

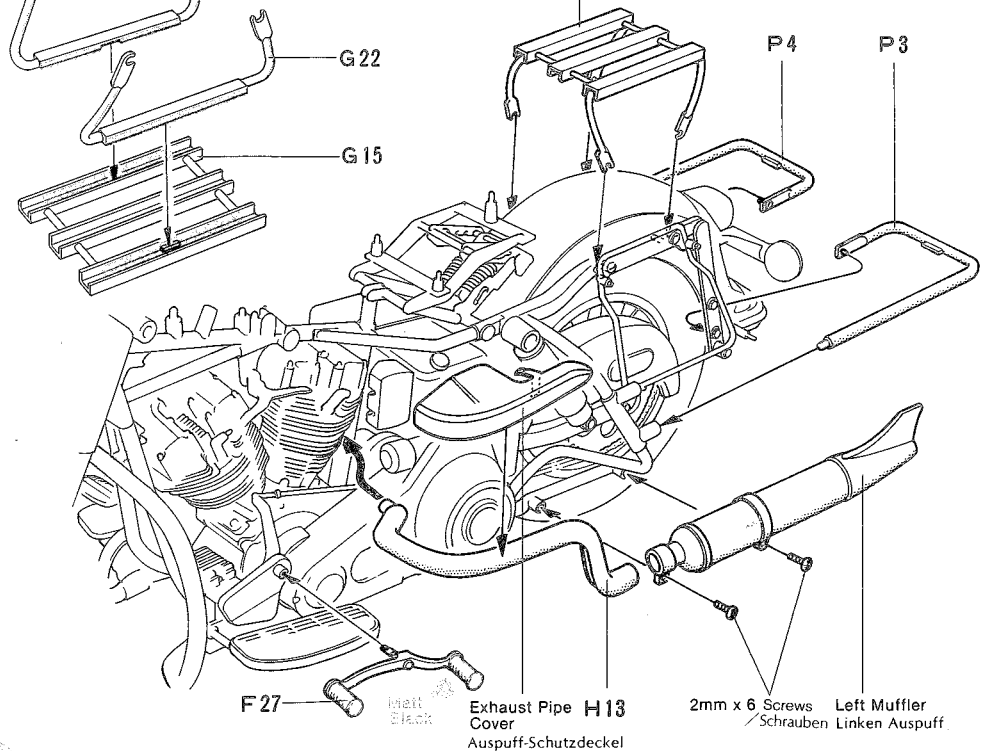
To obtain better result, hold Number Plate on a rest and paint it carefully.
Schild auflegen und dann sorgfältig bemalen.



«Gear Carrier»
«Gespaßhalter»

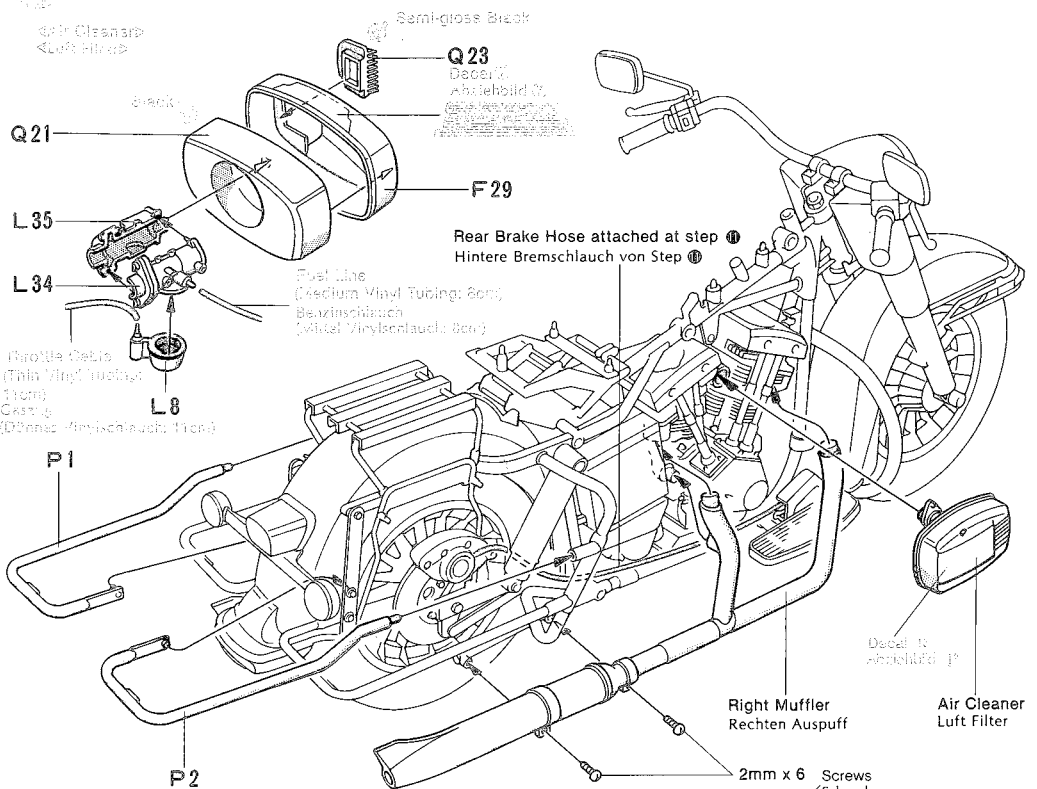


Rear Carrier
Gespaßhalter



«Assembly of Right Muffler»
«Einbau des Rechts-Auspuffs»

«Air Cleaner»
«Luftfilter»

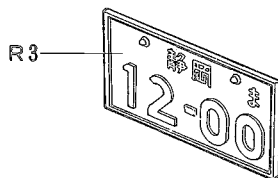


Profile Gels
(Thin Vinyl tubing)
Tromm
Covering
(Dünnes Vinylschlauch-Tromm)

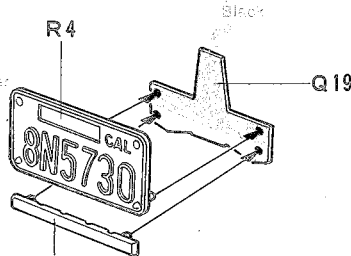
Fuel Line
(Medium Vinyl Tubing: 8mm)
Benzinschlauch
(Mittel Vinylschlauch: 8mm)

Rear Brake Hose attached at step ①
Hintere Bremschlauch von Step ①

«Number Plate»
«Nummernschild»

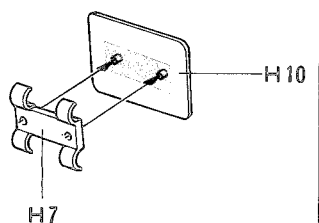


★ Choose either R3 or R4.
★ Entweder R3 oder R4.



Red Part 1
Rotes Glas 1

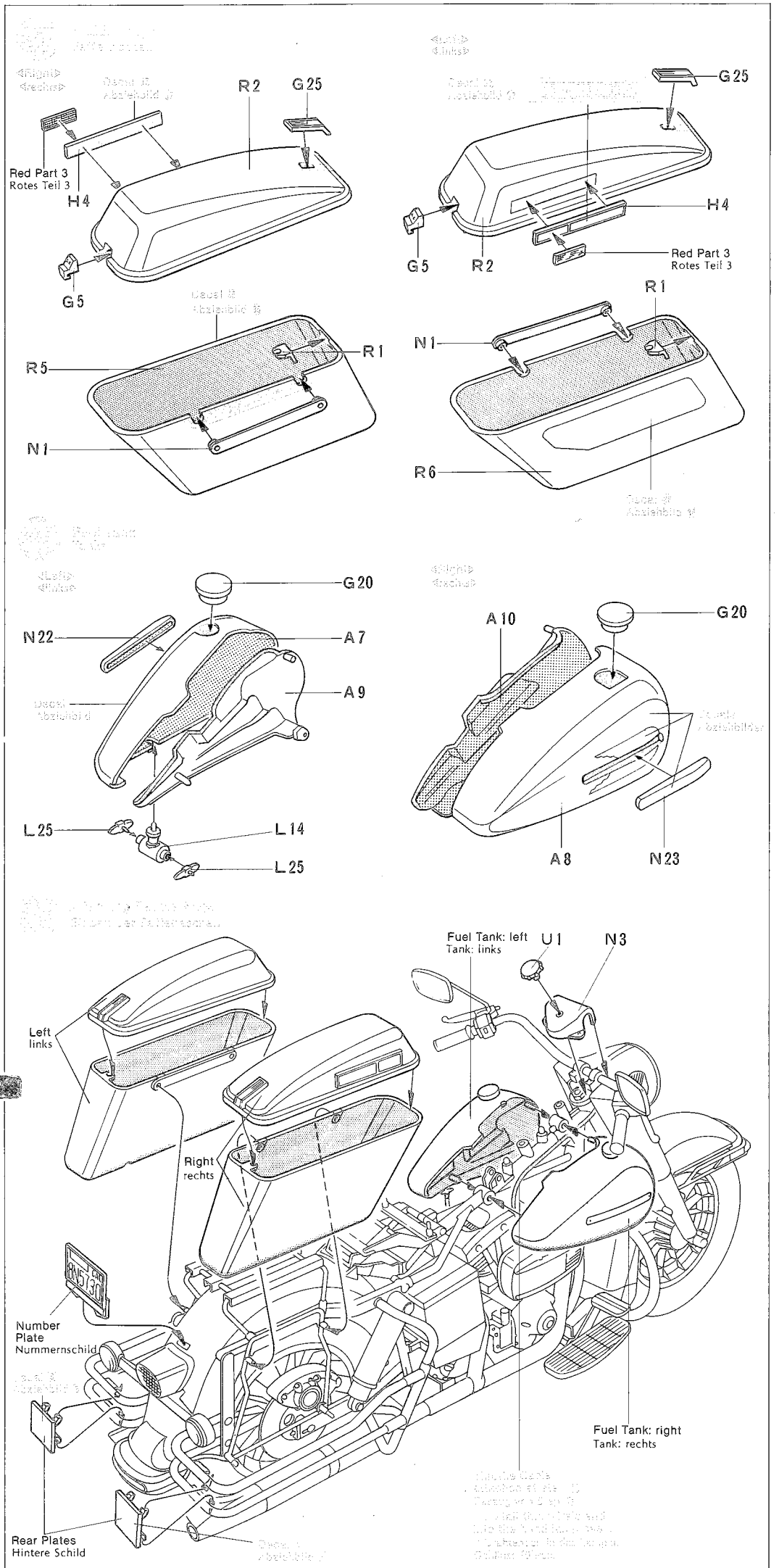
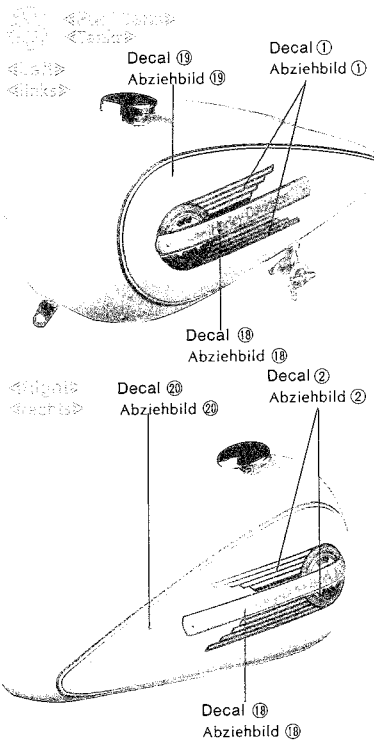
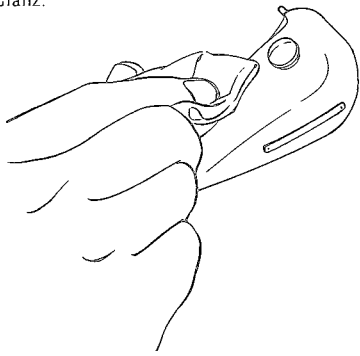
«Rear Plate»
«Hintere Schild»
★ Make 2 sets.
★ 2 Satz machen.



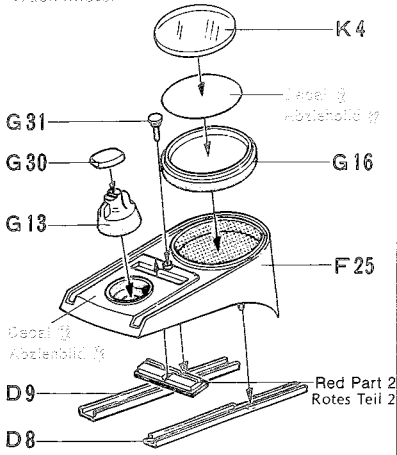
H7

After the paint has dried well, polish with great care the whole body with a small amount of rubbing compound or wax. This will give your model a really high gloss.

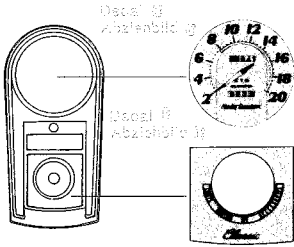
Nach gutem Trocknen der Farbe kann man alle Flächen mit etwas Wachs polieren, das gibt dem Modell erst den richtigen Glanz.



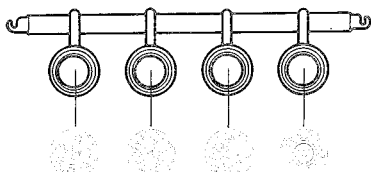
<Left>
 <Rechts>
 <Left>
 <Rechts>



<Decals>
 <Abziehbilder>

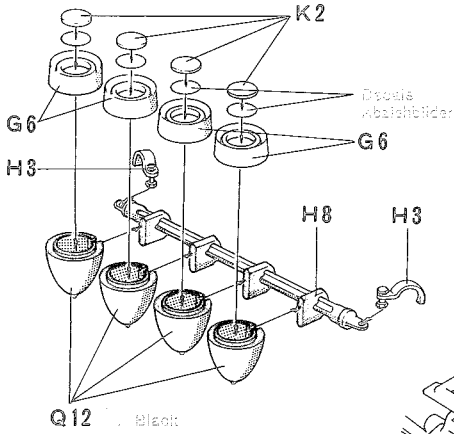


<Combination Meters>
 <Tacho-Kombination>

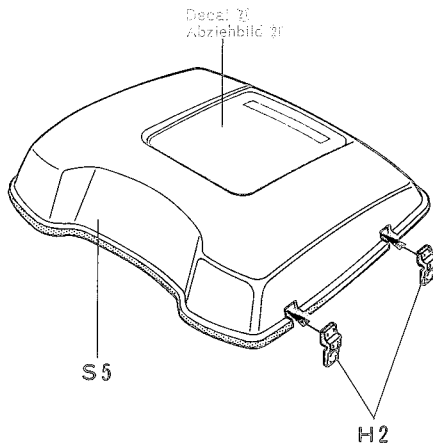


Decals:
 Abziehbilder:

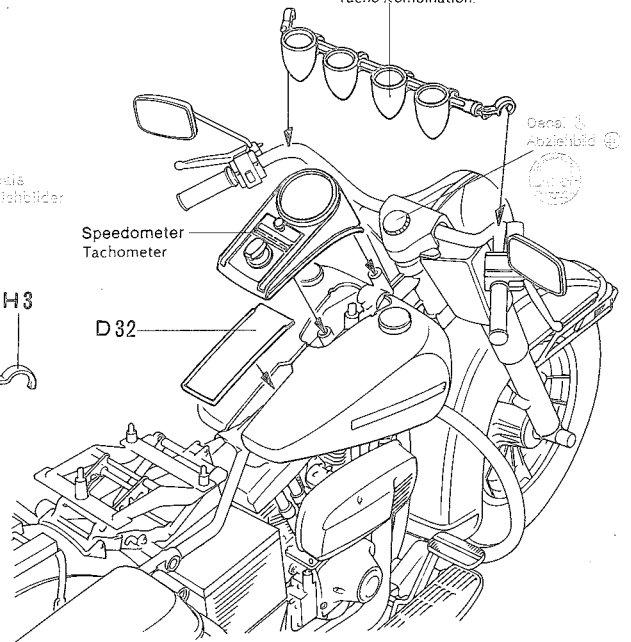
<Combination meters>
 <Tacho-Kombination>



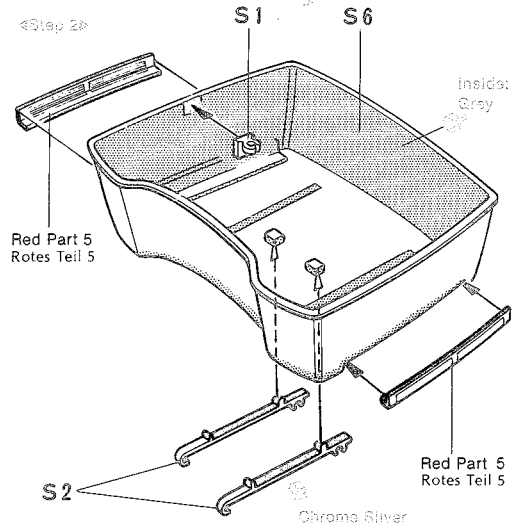
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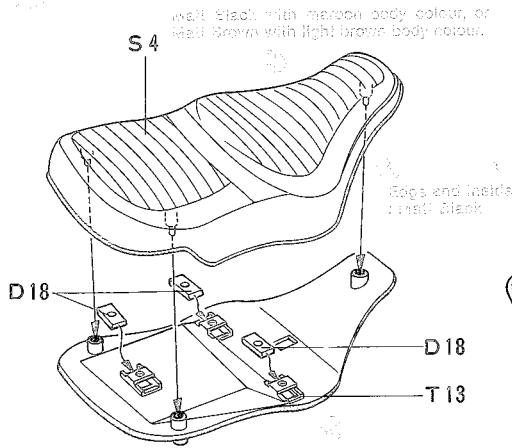
Combination Meters
 Tacho-Kombination



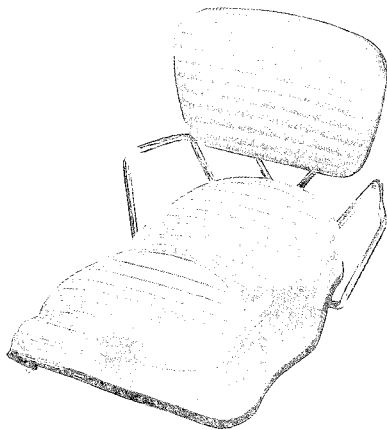
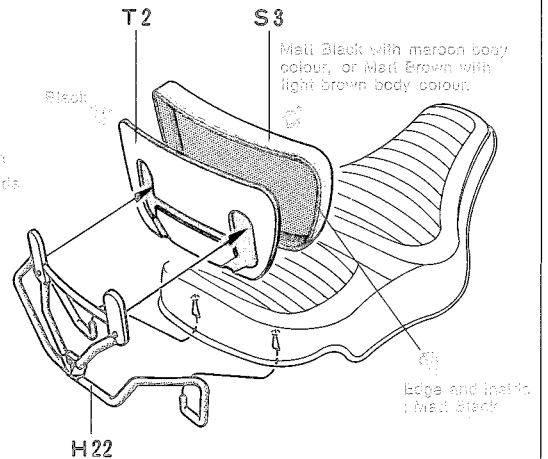
<Step 2>



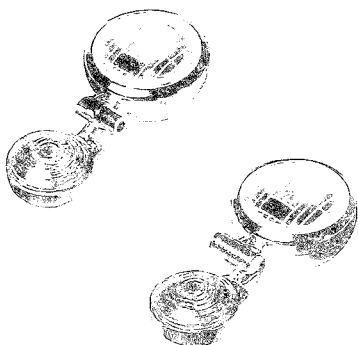
<Step 3>



<Step 4>

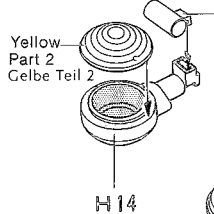


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 <Rechts>

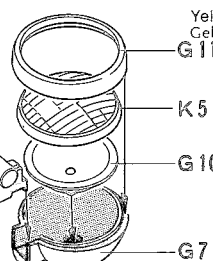


<Left>
 <Rechts>

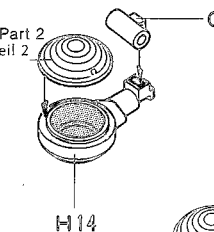
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 <Blinklampe (links)>



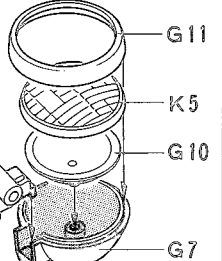
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<Turn Indicator (Right)>
 <Blinklampe (rechts)>

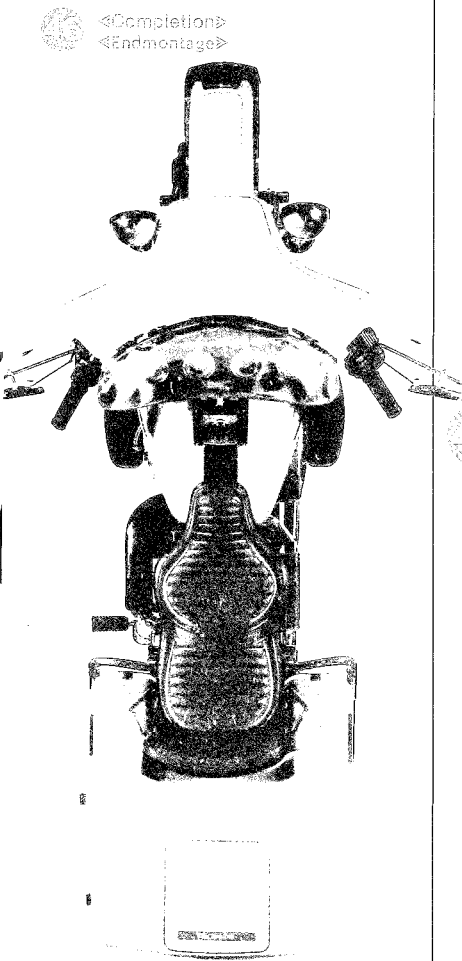
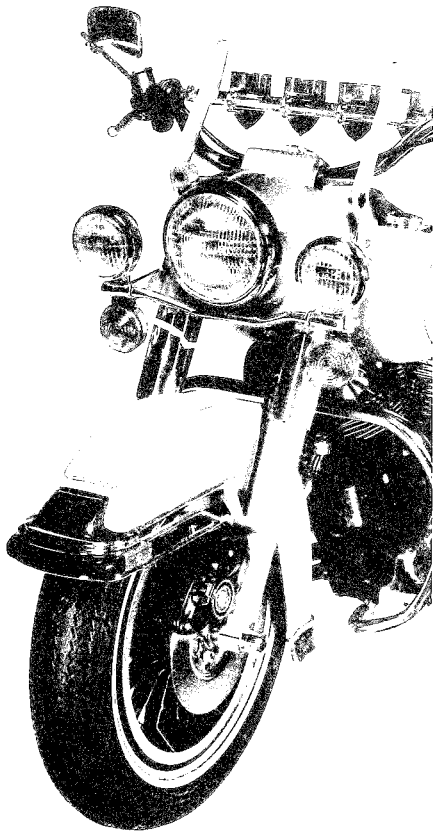


<Right>
 <Rechts>



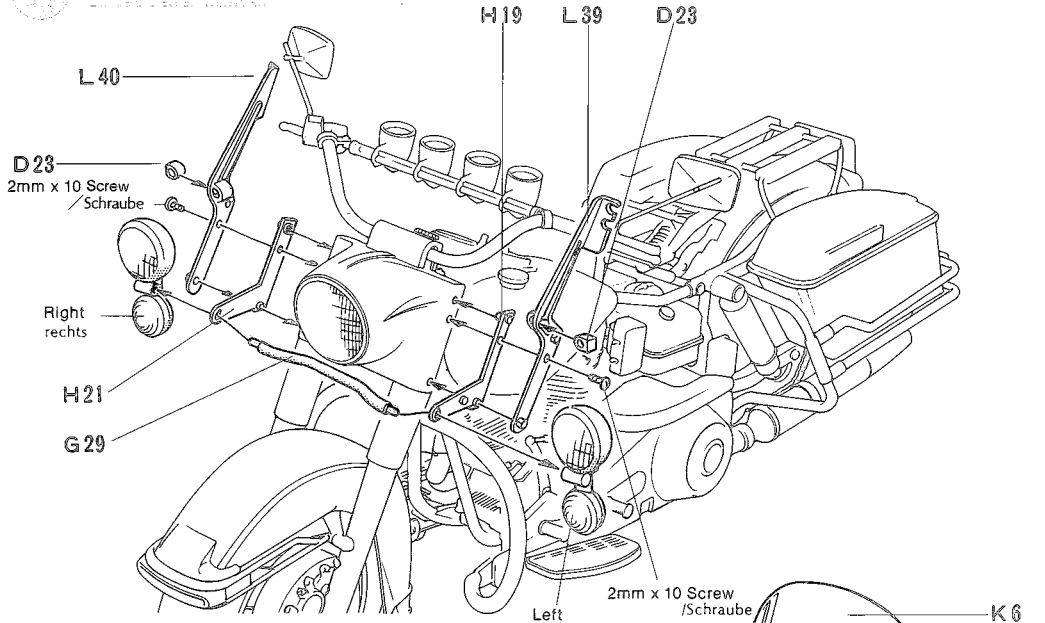
Turn Indicator: left
 Blinklampe: links

Turn indicator: right
 Blinklampe: rechts

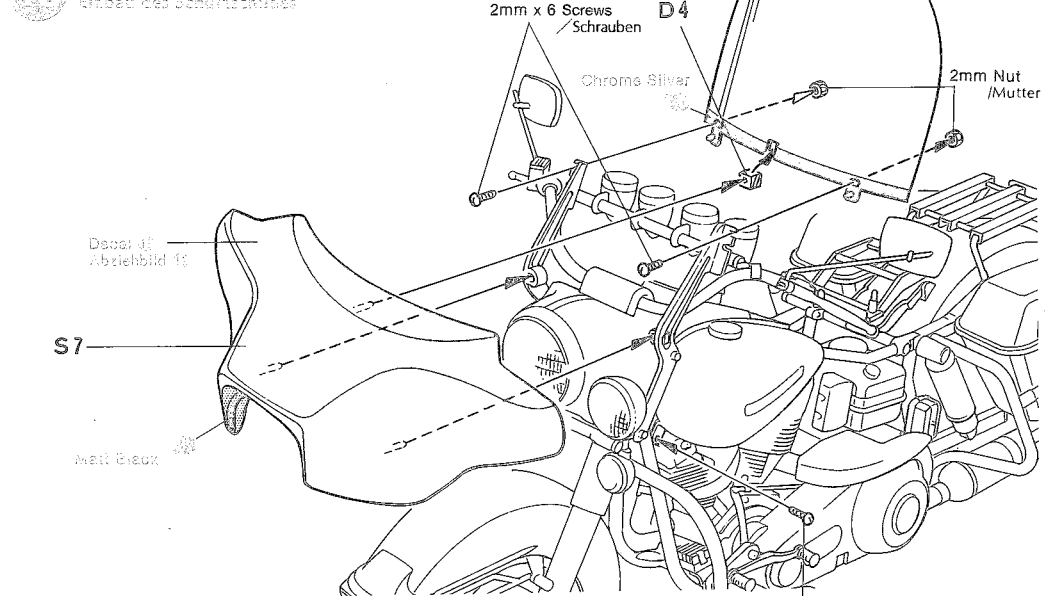


Tamiya Acrylic Paints
 Need precise colour matching? Try the new Tamiya acrylic paints. Engineered by modelers for modelers' use. The final cover for the finest models. Insist on Tamiya for perfect results.

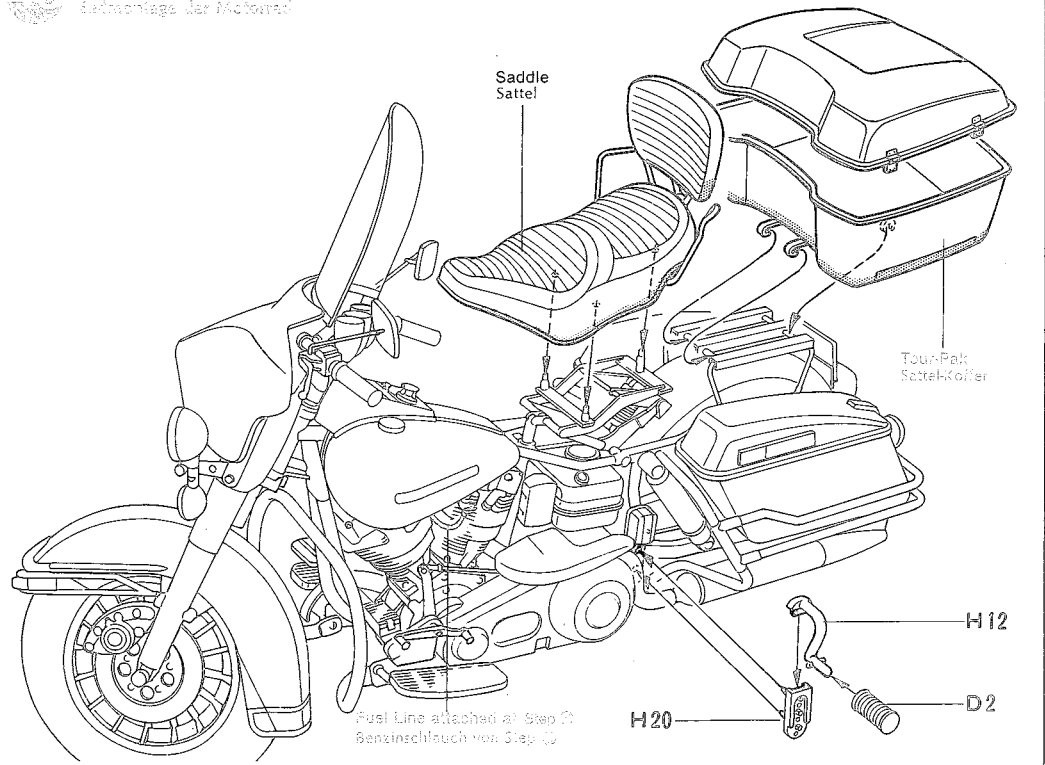
Attaching the mirrors
 Einbau des Spiegels



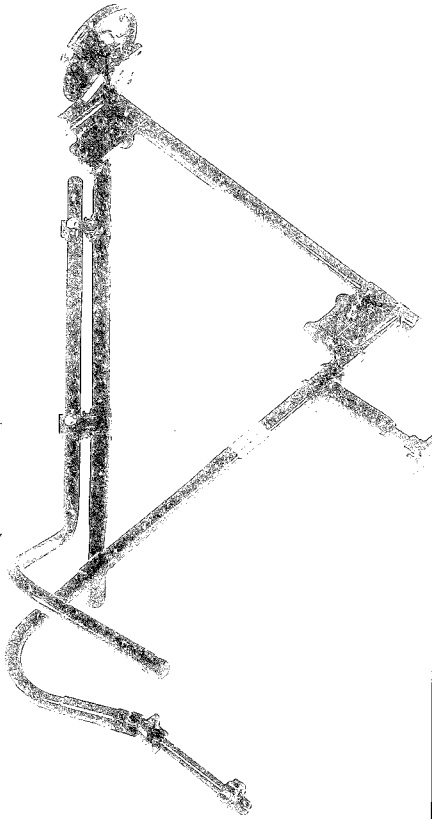
Attaching the front screen
 Einbau des Scheinwerferschildes



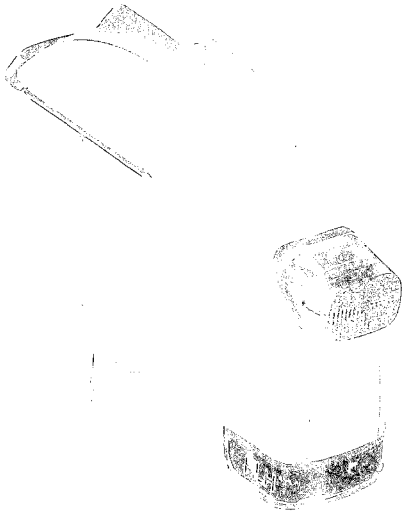
Final Assembly of Motorcycle Body
 Endmontage des Motorrads



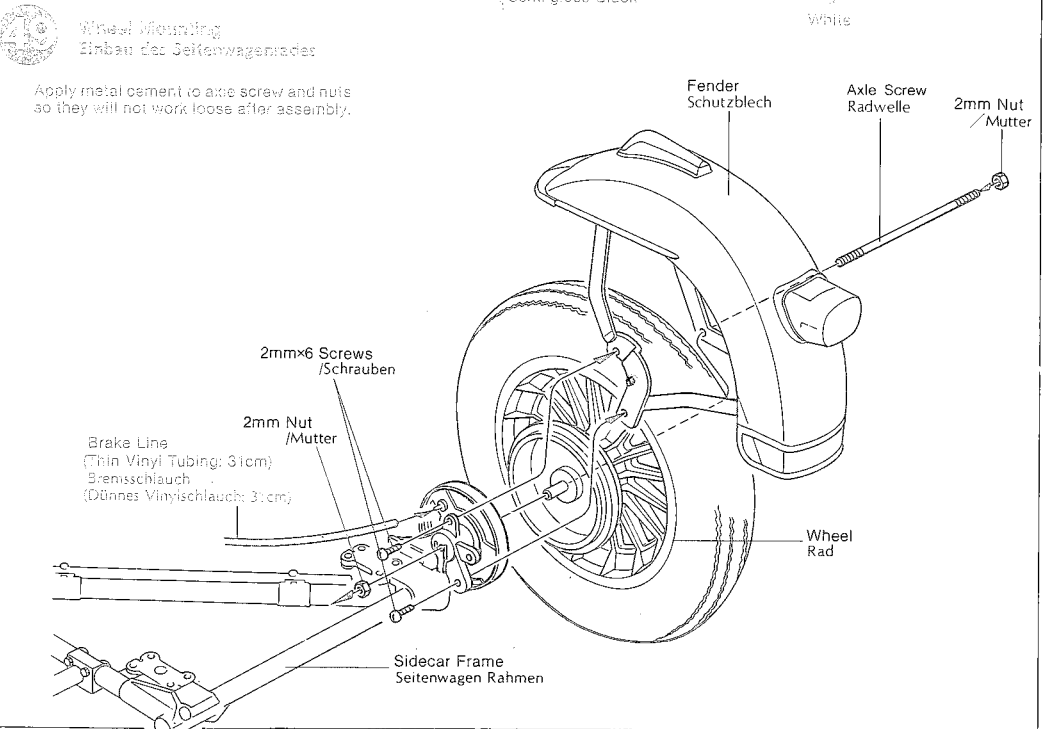
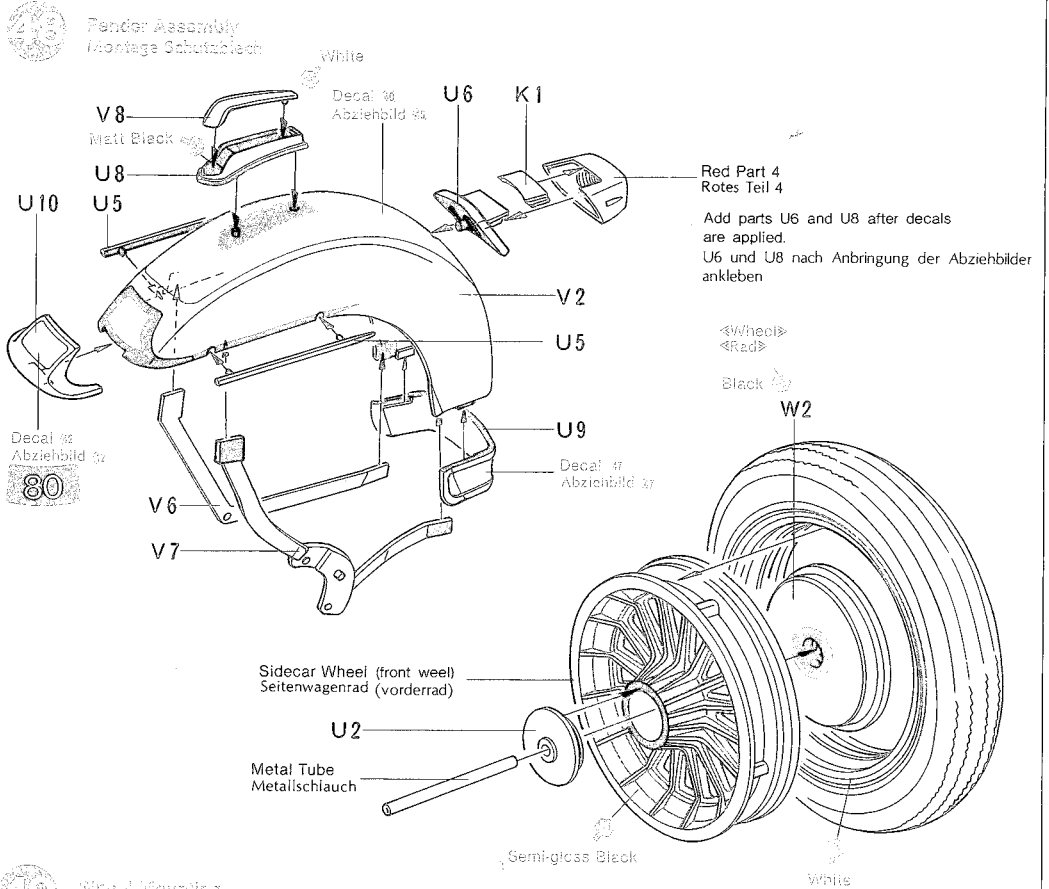
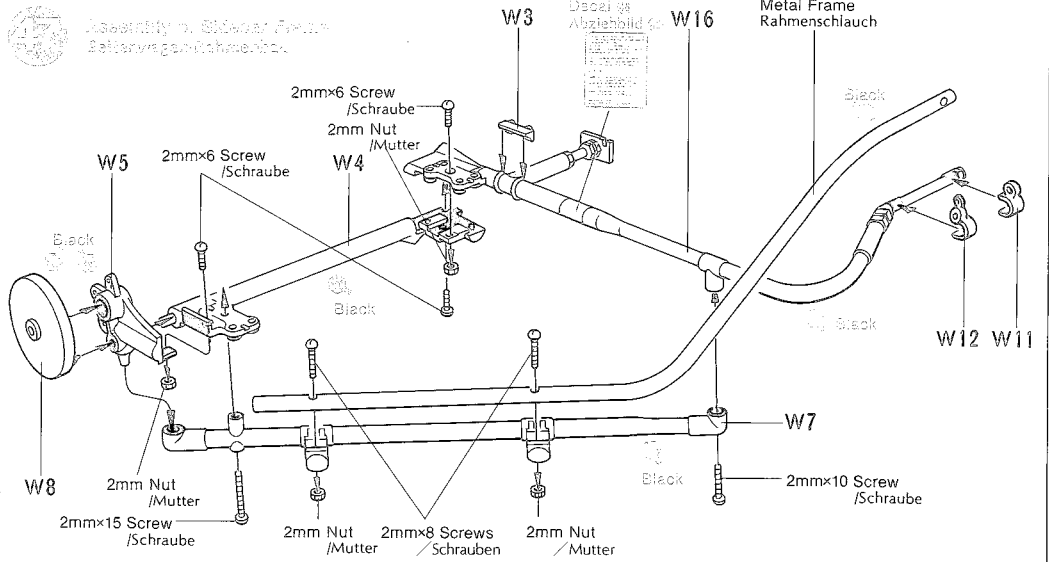
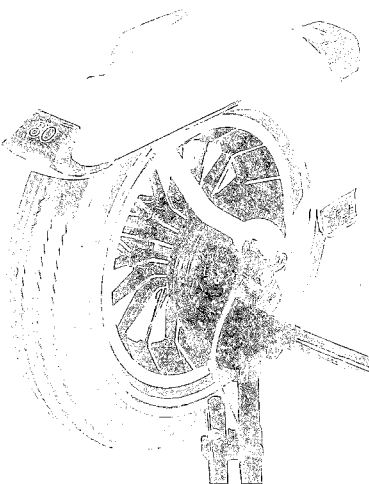
47 <Sidecar Frame>
<Seitenwagen Rahmen>



48 <Sidecar Fender>
<Seitenwagen Schutzblech>

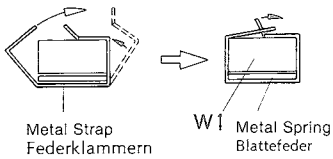


49 <Mounted Sidecar Wheel>
<Eingebautes Seitenwagenrad>



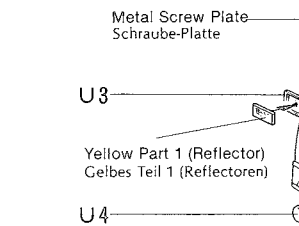
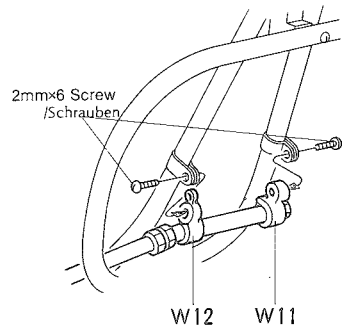
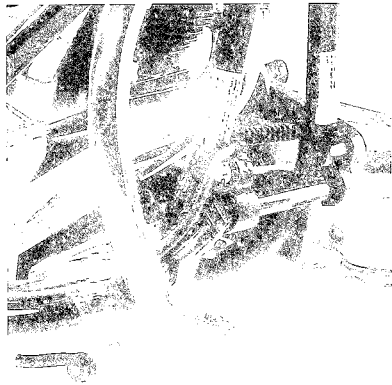
4 straps secure part W1 to metal leaf spring. Attach as shown below.

Federklammern wie gezeigt bauen



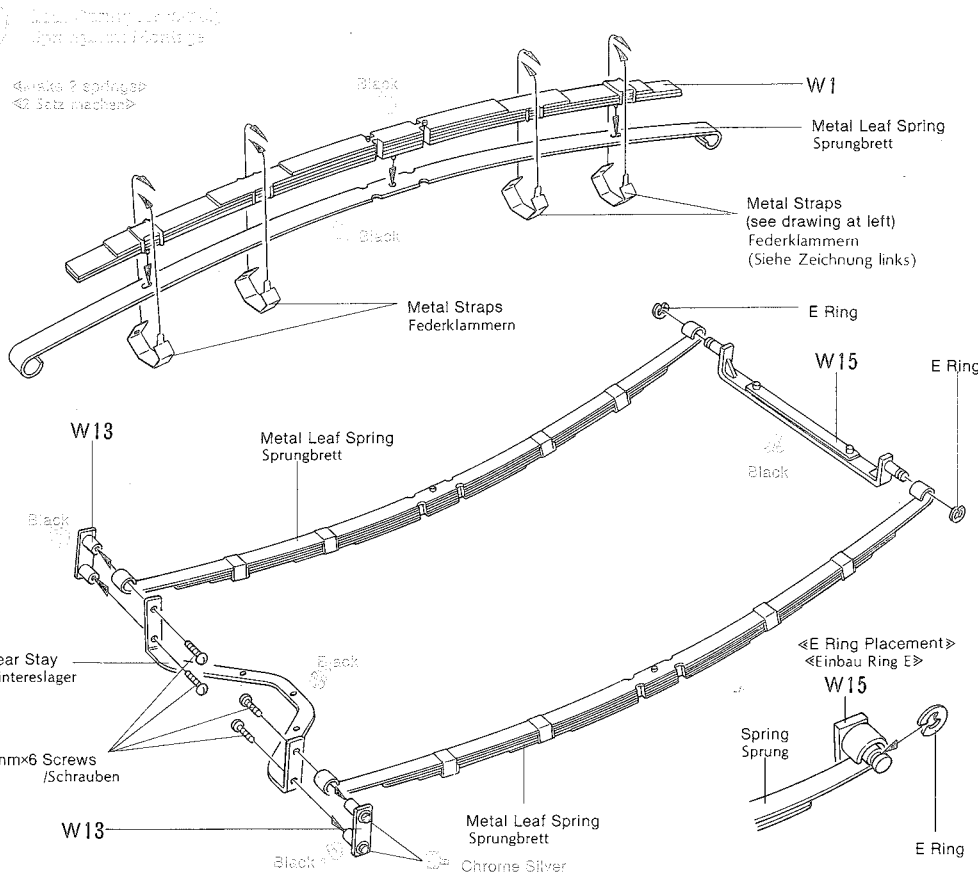
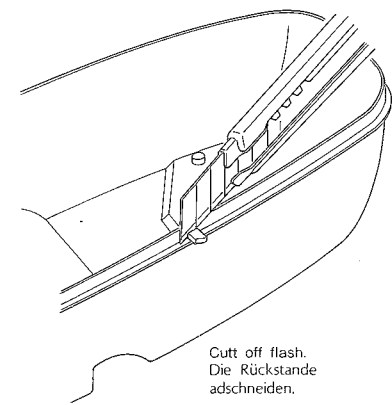
Reassembling Straps Frame

Einbau Seitenwagen Rahmen



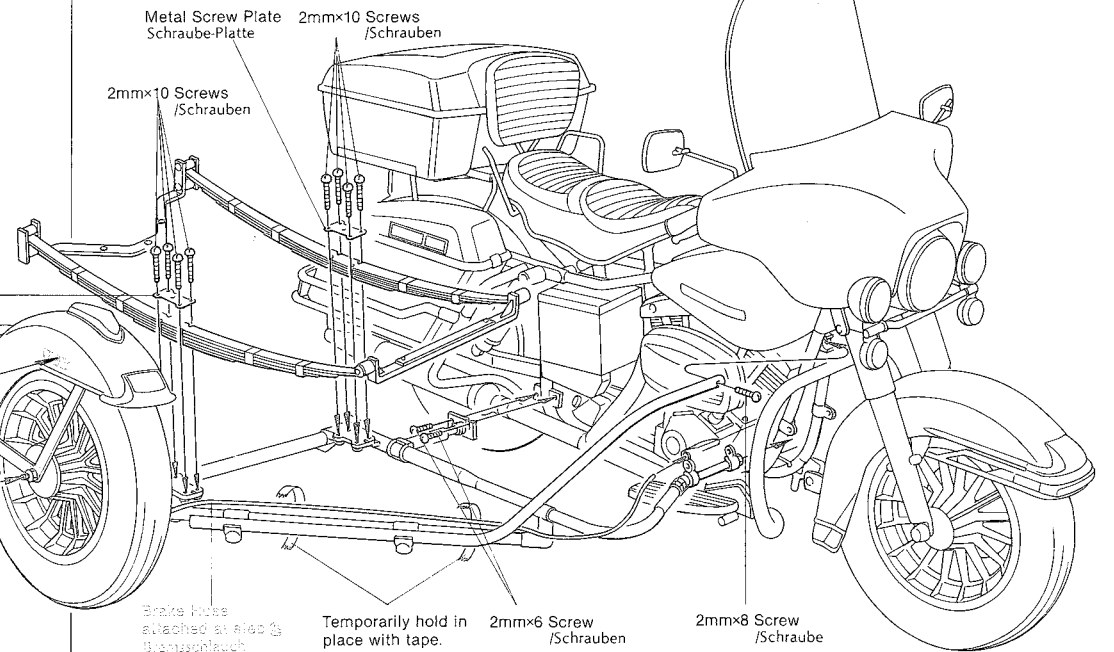
Sidecar Bottom

Seitenwagen-Wanne



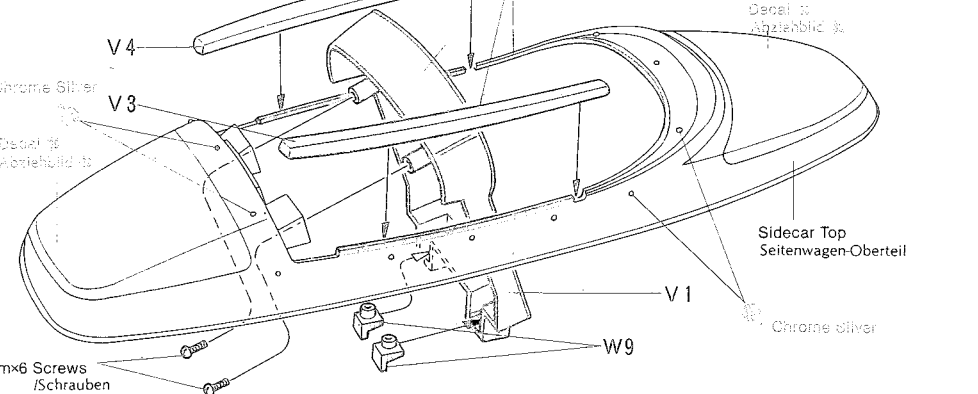
Reassembling Straps Frame

Einbau Seitenwagen Rahmen




Sidecar Bottom

Seitenwagen-Wanne

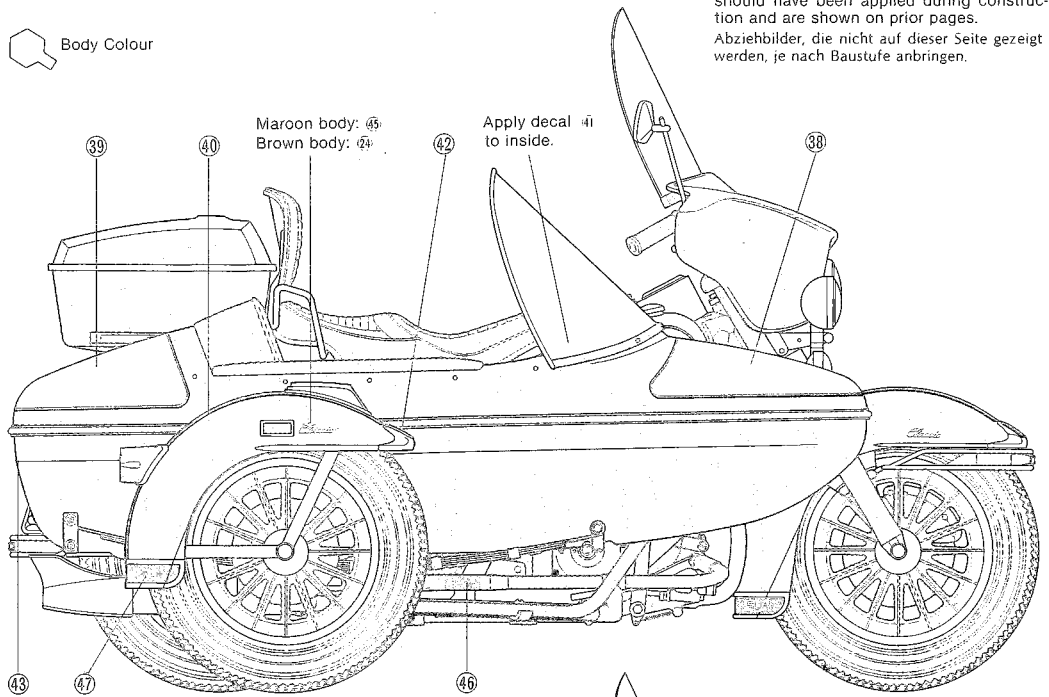


Decals, other than those shown on this page, should have been applied during construction and are shown on prior pages.
Abziehbilder, die nicht auf dieser Seite gezeigt werden, je nach Baustufe anbringen.

 Body Colour

Maroon body: 45
Brown body: 24

Apply decal 41 to inside.



The sidecar wears the same two tone colour scheme as the basic bike. This kit comes moulded in maroon colour and it is suggested that you just spray clear over it; however any colour of your choice could be selected, such as light brown and cream. Just be very careful when you spray clear over the decals as they will not accept a heavy first coat. Brush or spray on a very light first coat, then apply a heavier coat when the first one is completely dry.

«Anmalung der Beiwagen-Details
Decals mit Wasser»

Der Beiwagen hat die gleiche, zweifarbige Bemalung wie das Motorrad. Dieser Kit ist in Maroon gespritzt, jedoch kann man auch jede gewünschte Farbe auftragen. Bei Verwendung von Klar-Spray bitte Vorsicht dass die Abziehbilder keinen Überzug erhalten. Erst dünn übersprühen und nach Trocknen wiederholen.

① Remove all dust, dirt and adhesive smears with a wet cloth before applying any decals.

② The decal to be applied should be removed beforehand from the decal sheet. Cut off translucent films along coloured parts.

③ Dip the decal in tepid water for about 10 seconds and then remove it onto a clean cloth. Be careful of over immersion to avoid loss of decal's adhesive.

④ Hold the backing sheet edge and slide the decal onto the model.

⑤ Wet the decal with a little water on your finger so that it can be moved more easily into position.

⑥ Press the decal down gently with a clean soft cloth to remove air bubbles and until all excess water has been fully absorbed. When a decal has to be applied to a surface which is uneven or curved, press the decal down with a hot towel so that the decal will fit the contours perfectly. Cut off the excess transparent portion around each decal. The decal must then not be touched until dry.

«Detail mit Wasser»

① Staub, Schmutz und Klebstoffreste mit nassem Tuch entfernen.

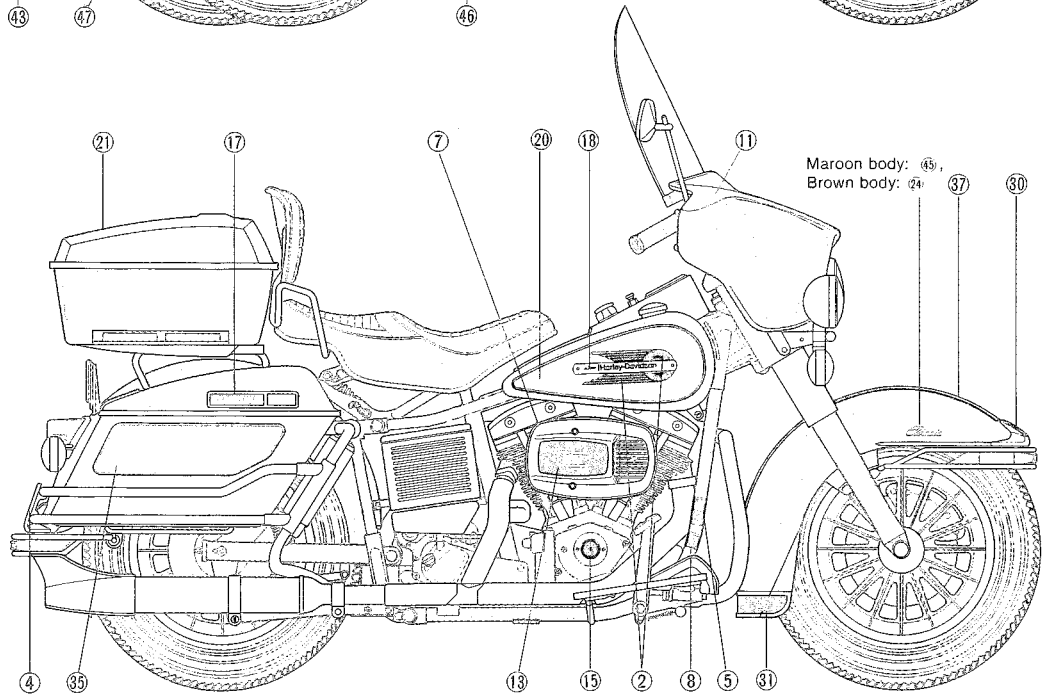
② Decals erst ausschneiden entlang den Linien.

③ Decals in Wasser legen, dann nach 10 Sekunden auf z.B. Handtuch legen und etwas abtrocknen lassen.

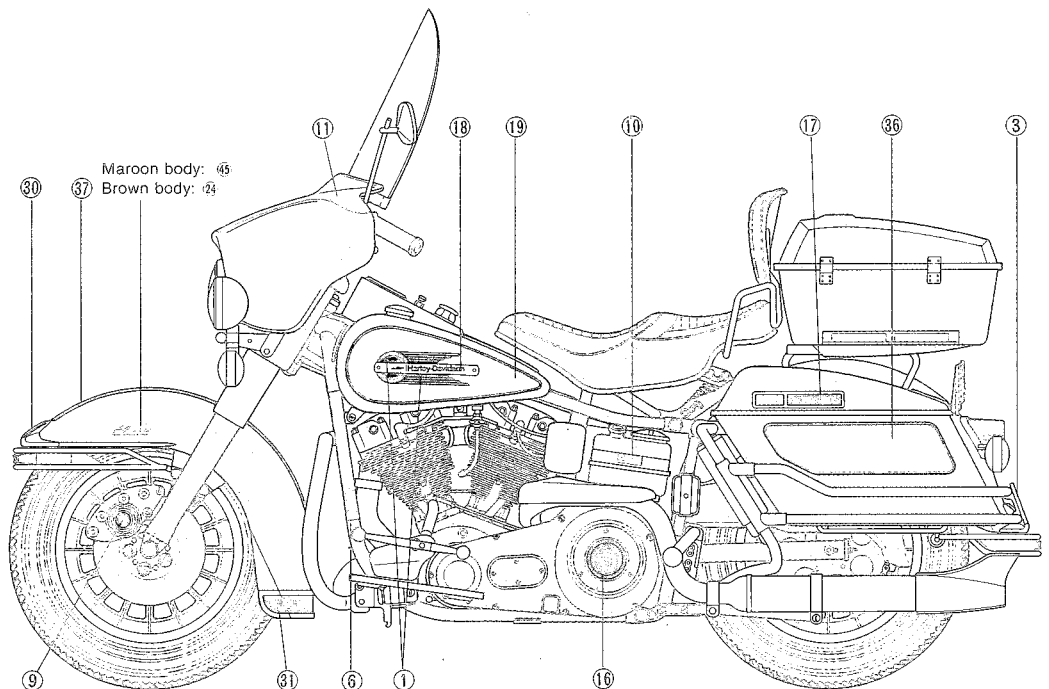
④ Decal an der Unterlage halten und Bild auf das Modell schieben.

⑤ Mit etwas Wasser auf dem Finger lässt sich das Decal noch etwas verschieben.

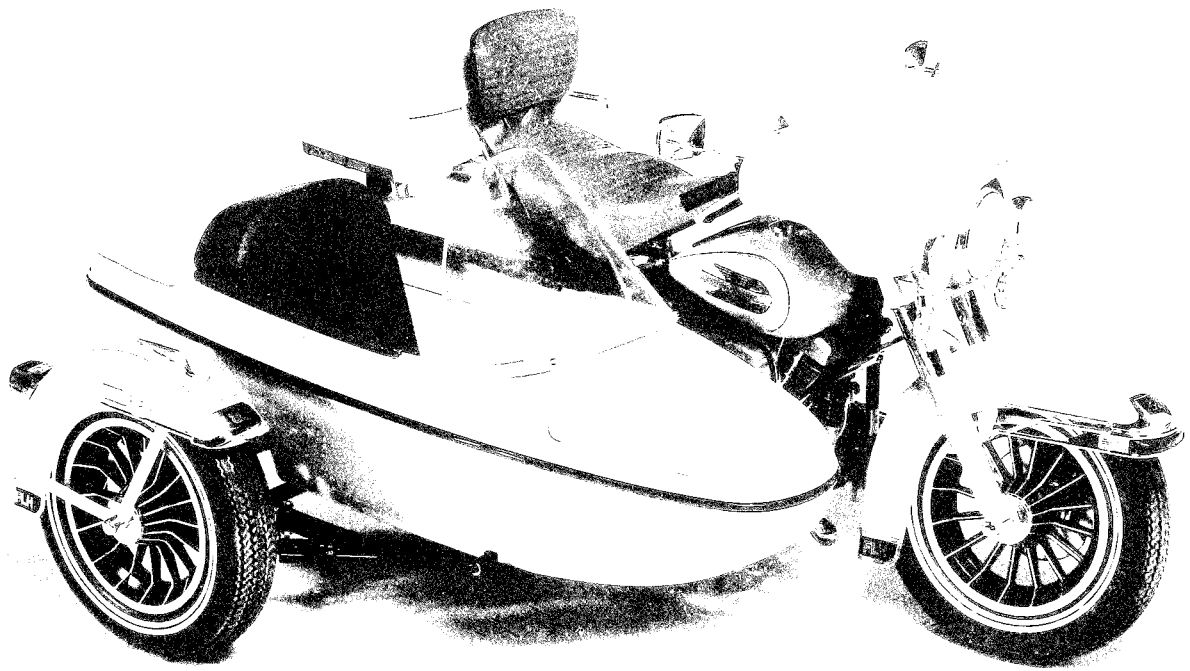
⑥ Decal mit etwas Stoff gut andrücken um die Luftblasen zu entfernen und das Wasser abzutrocknen. An unebenen Stellen kann man mit heissen Tuch das Decal besser andrücken. Transparente Überreste am Decal abschneiden. Decal nicht mehr berühren, bis getrocknet ist.



Maroon body: 45
Brown body: 24



Maroon body: 45
Brown body: 24

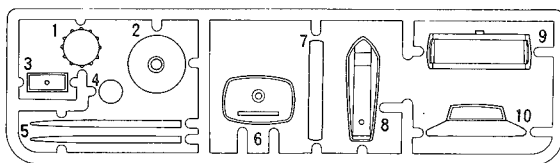
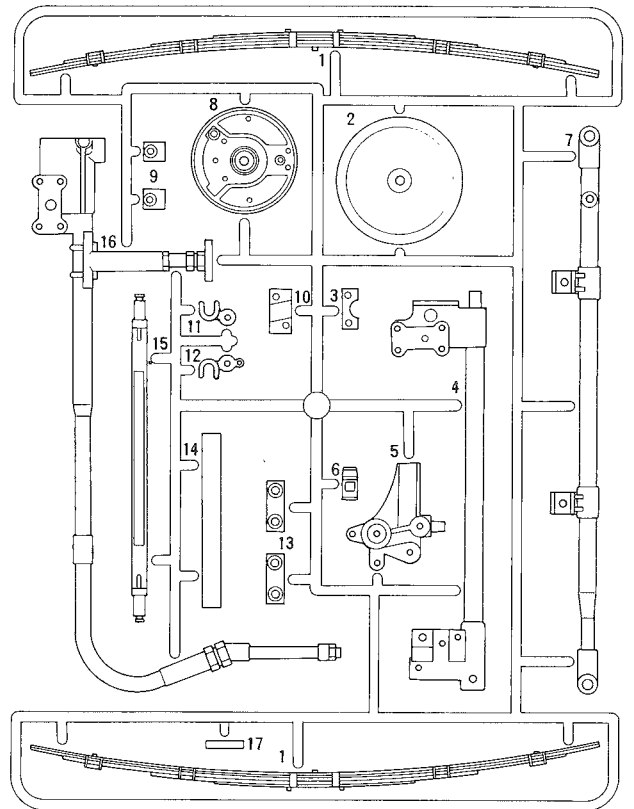
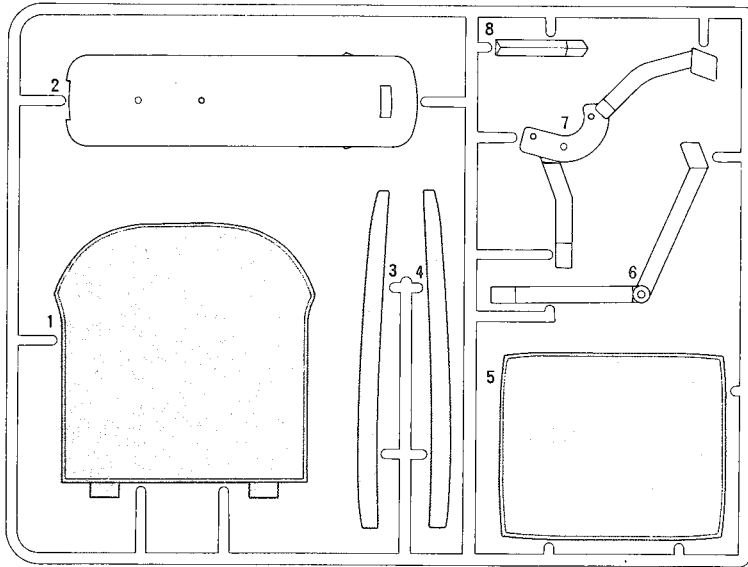


Sidecar Top
Sidecar Bottom

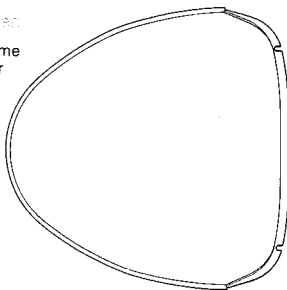
Black

Chrome Silver

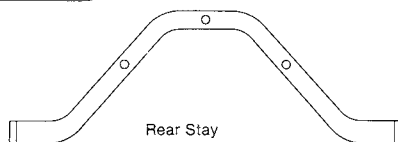
Body Colour Light brown body: matt brown,
maroon body: matt black



Chrome
Silver

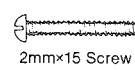


Washers

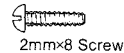


Rear Stay

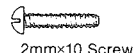
Screw Bag



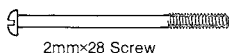
2mm×15 Screw



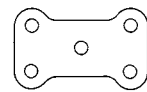
2mm×8 Screw



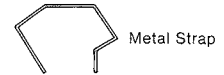
2mm×10 Screw



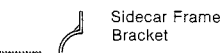
2mm×28 Screw



Metal Screw
Plate



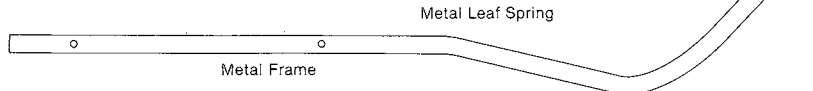
Metal Strap



Sidecar Frame
Bracket



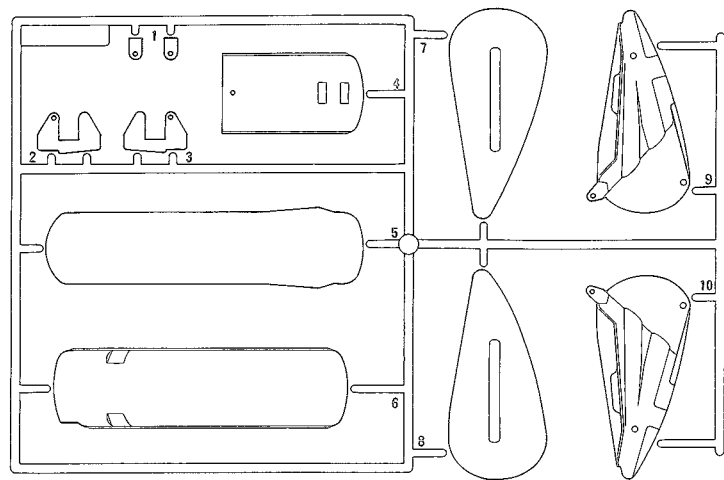
Metal Leaf Spring



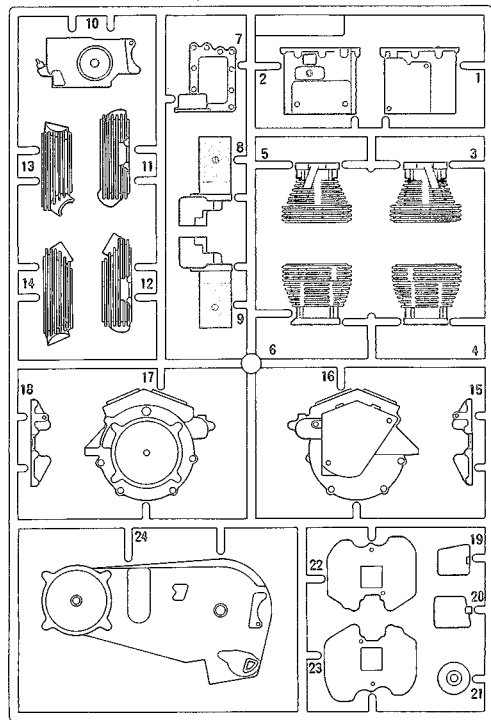
Metal Frame

PA PARTS

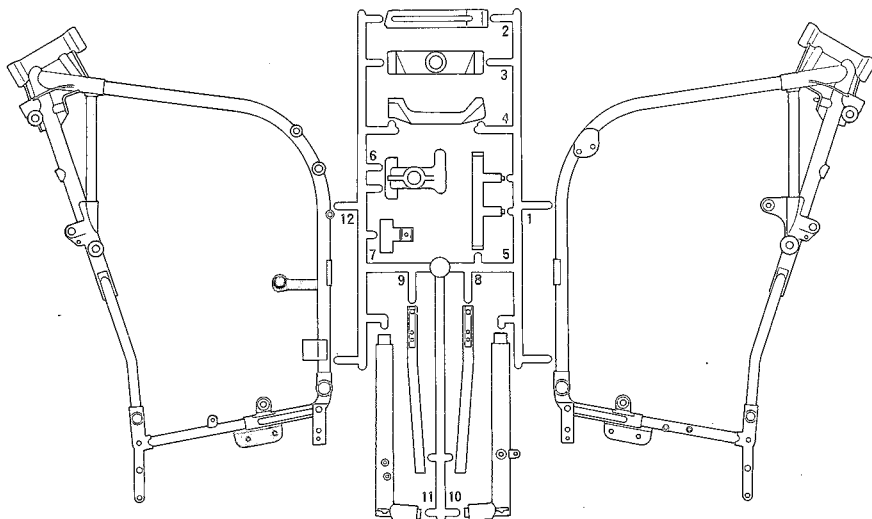
Parts Body Colour



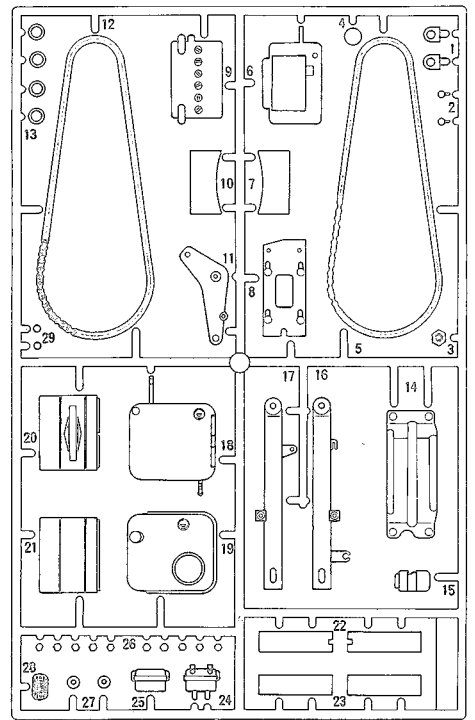
Parts Gun Metal Semi-gloss Black Aluminium Black



Parts Black : Discard shaded parts.

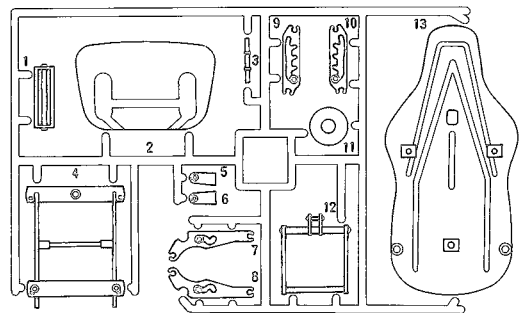


Black Gun Metal Chrome Silver

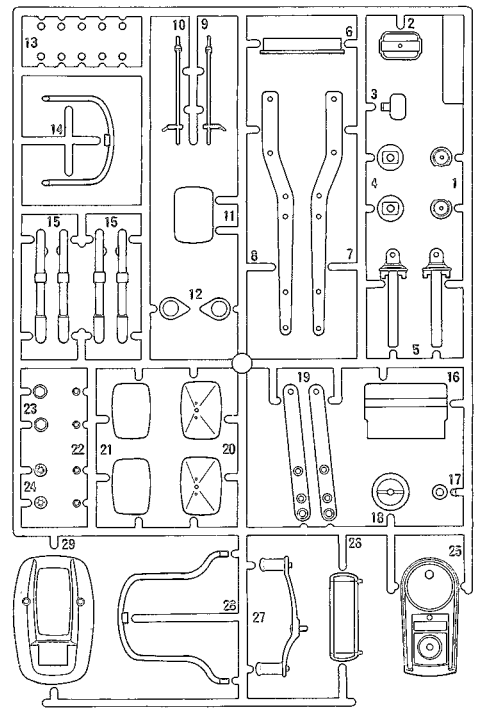


Parts Body Colour Basic Colour: White (Lettering:green) Basic Colour: Blue (Lettering:lemon yellow)

Parts Black Chrome Silver

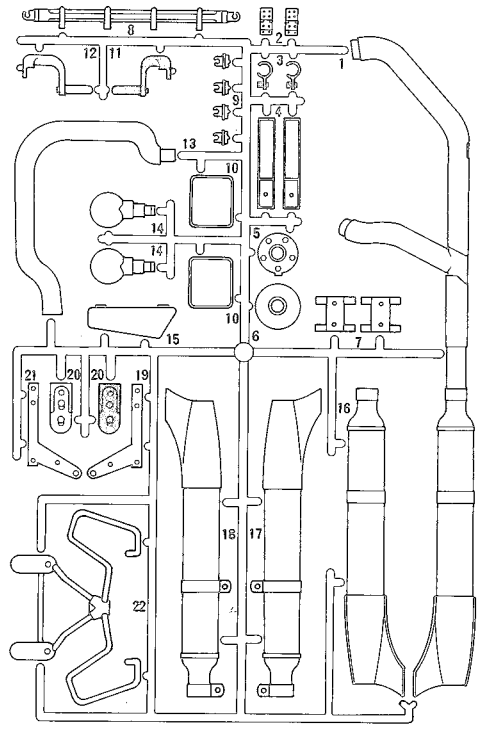
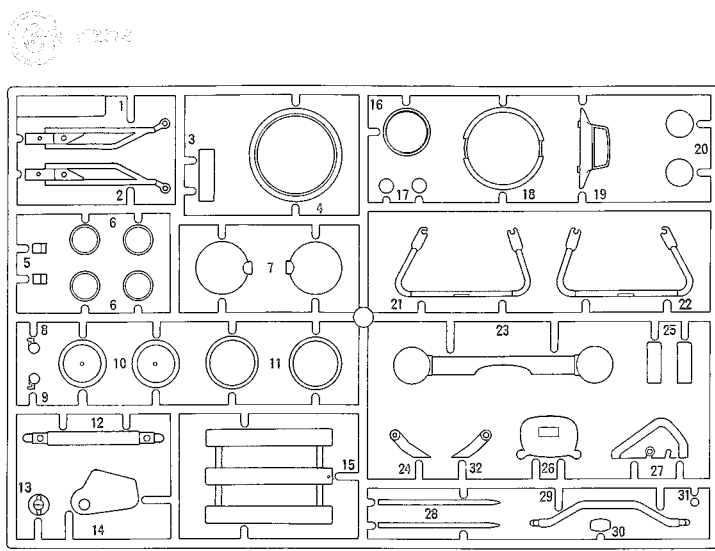


Parts Matt Black Black



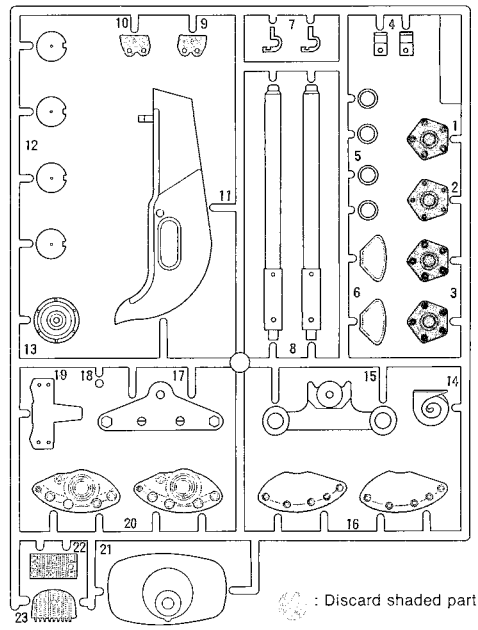
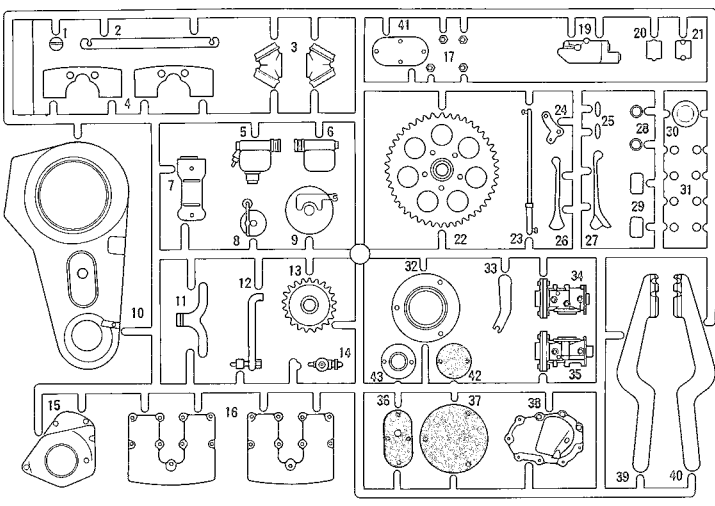
PARTS

Discard shaded parts.



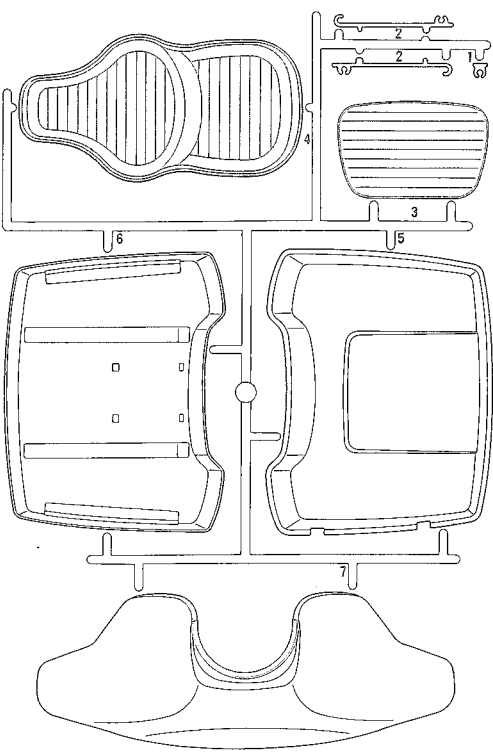
Parts: : Discard shaded parts. Matt Black Gun Metal

Parts: Black Semi-gloss Black Chrome Silver

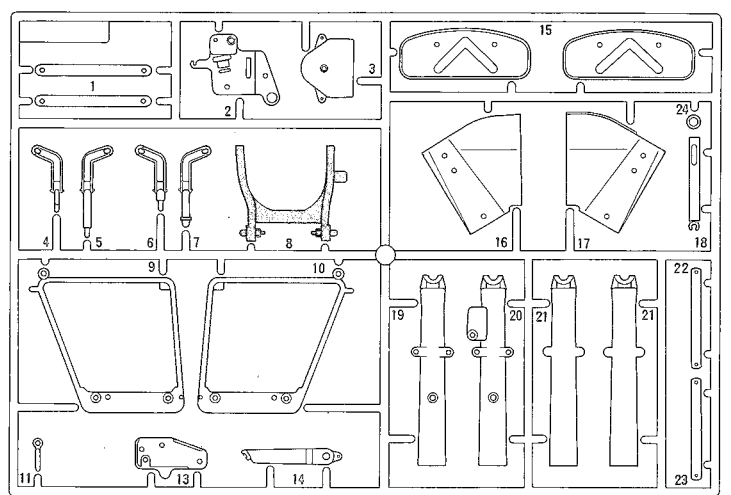


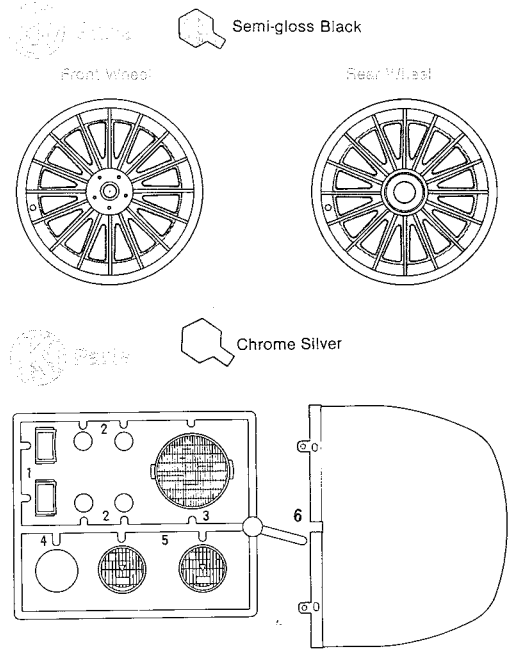
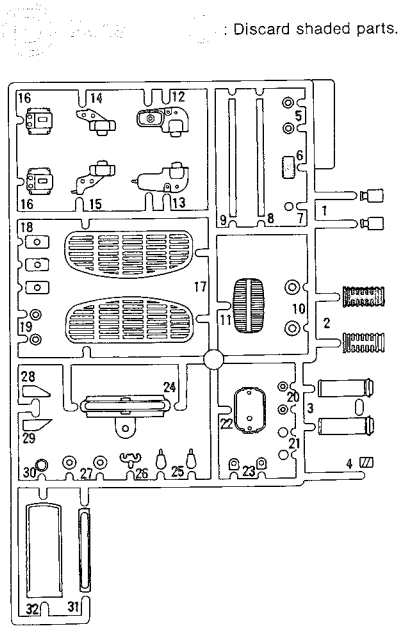
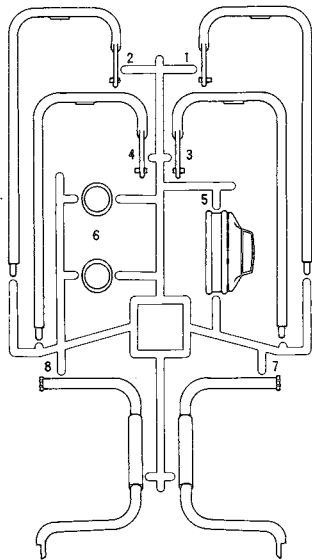
Parts: Body Colour Matt Black Chrome Silver Maroon body: matt black, light brown: matt brown.

Discard shaded parts.

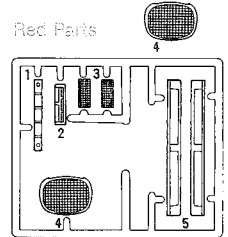
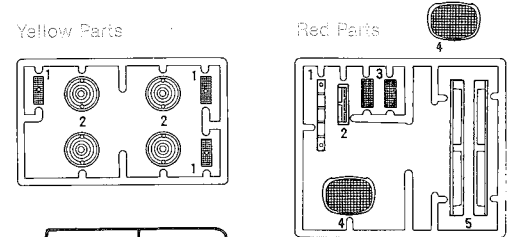


Discard shaded parts.



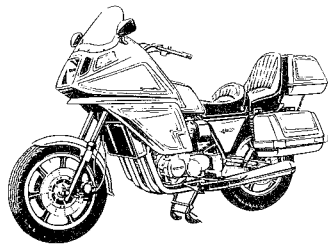


Thick Vinyl Tubing
Medium Vinyl Tubing
Thin Vinyl Tubing

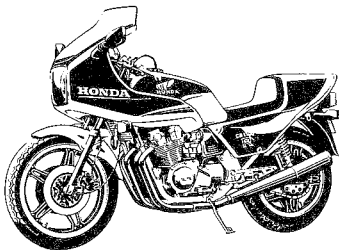


**BUILD A COLLECTION OF TAMIYA
PRECISION MOTORCYCLE MODELS**

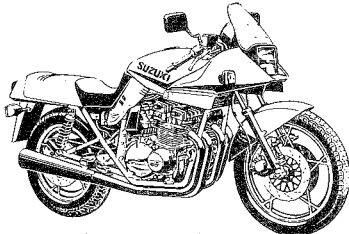
KAWASAKI KZ1300B TOURING



HONDA CB1100R



SUZUKI GSX1100S KATANA



HONDA CX500 TURBO

