

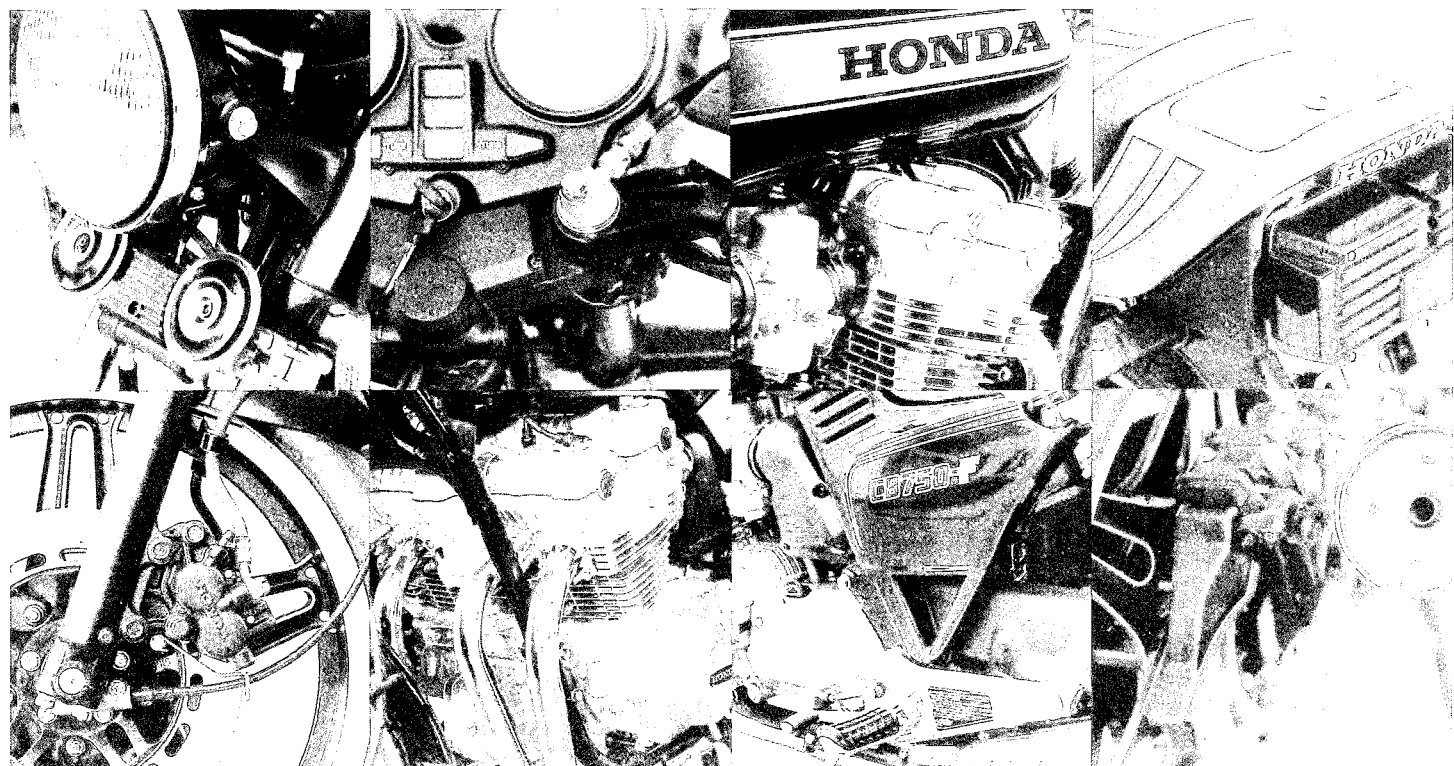
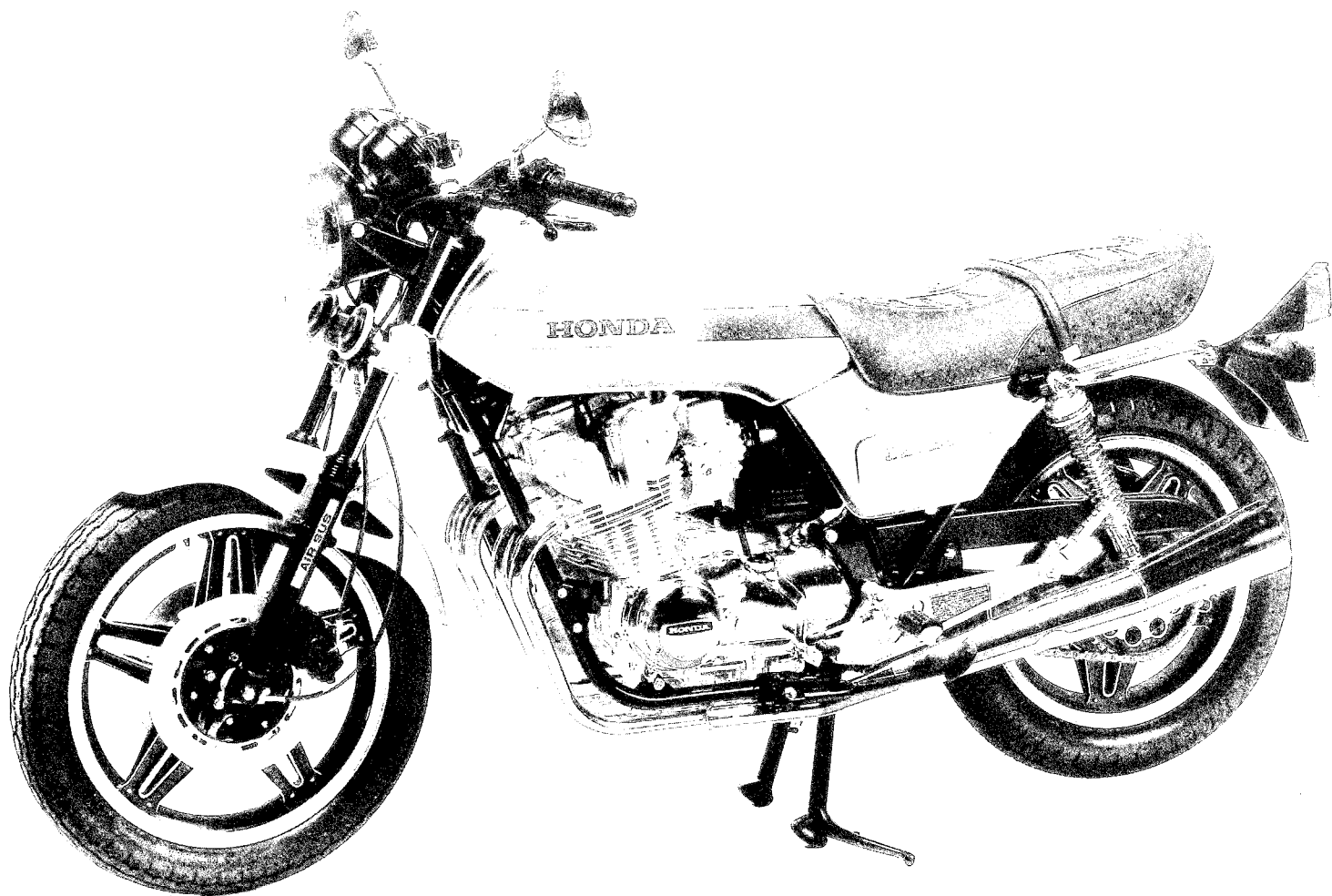
HONDA CB750F

1/6 SCALE

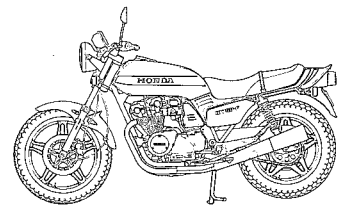
ACCURATE HIGHLY DETAILED HONDA 750cc DOHC ENGINE
OPERATING SUSPENSION SYSTEM
MOVEABLE BRAKE PEDAL AND STAND

BIG
SCALE 20

TAMIYA
TAMIYA PLASTIC MODEL CO.
3-7, ONDAMURA, SHIZUOKA-CITY, JAPAN

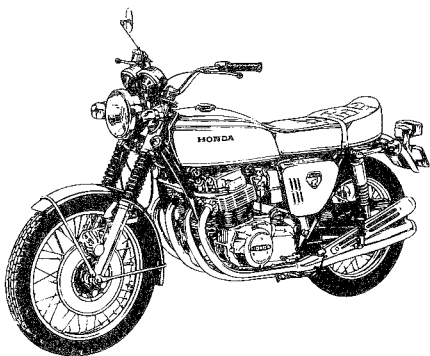


HONDA CB750F



By courtesy of the
Honda Motor Co.

The Honda CB750 F Motorcycle first appeared on the Japanese market in June 1979 and was shortly the best seller in the 750 motorcycle class. Just ten years prior to their CB750F, Honda opened the field of multi-cylinder, large-bore bikes with the now famous four cylinder CB750. Honda had extensively tested the multi-cylinder concept and won several Gran Prix motorcycle races, and the CB750 was based upon these experiences. The engines worked flawlessly and provided very smooth power with almost no vibration, and so shocked the industry, that soon many of the famous makers also produced four cylinder large cubic motorcycles. Honda, of course,



held the number one position in sales for many years, but then Kawasaki released their "Z" series DOHC 750 bikes, and took over the number one position, relegating Honda to 2nd place. Honda, however, did not take this set back for long, and continued to improve their engines, and in 1979 released a CB 750K DOHC with four valves per cylinder, a powerful 68hp, and completely new body styling. It was not long before Honda was again number one! The CB750F, released in June 1979 was styled after the very popular European Honda CB900F, which had been copied from their racing RCB bike. This styling was new to stock motorcycles of the world. The low positioned handle bars and rear positioned foot rests, allow a "slouched" riding position and this style is now setting the standard for the eighties.

The CB750F is powered by a 4 cylinder DOHC 748cc engine with 4 valves per cylinder, and the 1981 version produces 70 brake horsepower. The bike has a double cradle frame of welded steel tubing, 37mm air front forks with equalizer and 30 way adjustable rear shocks with variable hydraulic dampening. It is equipped with a maintenance-free transistorized pointless inductive ignition system and braking is accomplished with a dual caliper double disc front brake and a large single disc at the rear. A newly designed racing type front fender with spoiler has proved to be very effective and popular among bike enthusiasts. The overall styling of that unveiled in 1979, with the smooth flowing lines from tank to tail light have been retained, and it is likely that this fine motorcycle will keep the Honda Company number one for years to come.

Die Honda CB750F kam im Juni 1979 auf den japanischen Markt und wurde ein Bestseller in der Klasse 750. Bereits 10 Jahre vorher eröffnete Honda mit dem Erscheinen der CB750 das Feld der Mehr-

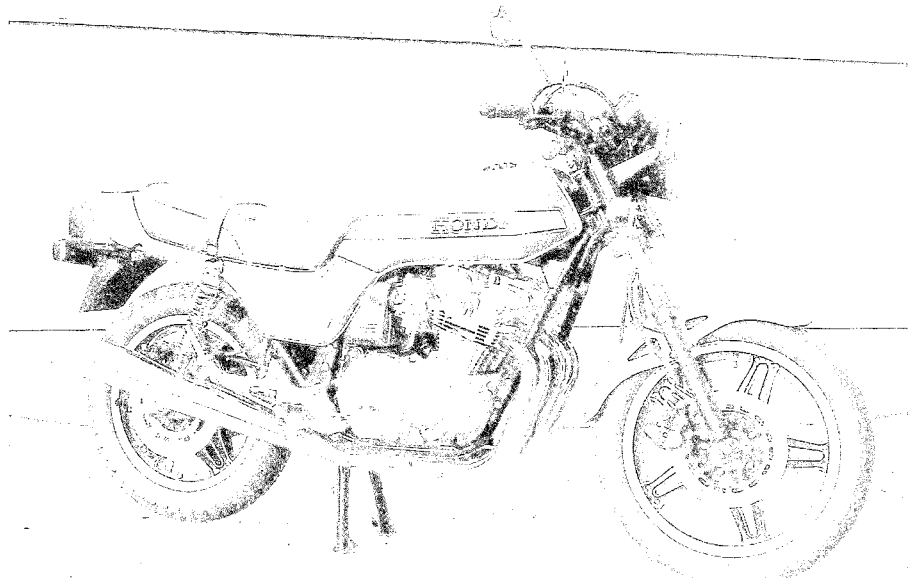
zylinder-Motorräder durch diese Vierzylinder-Maschine. Honda gewann mit diesem Motorrad mehrere Grand Prix. Der Motor arbeitete fehlerfrei und entwickelte eine erstaunliche Kraft; und so war die gesamte Motorradindustrie etwas geschockt und kurze Zeit später brachten alle namhaften Hersteller selbst Maschinen mit 4 Zylindern auf den Markt. Viele Jahre lang war Honda die Nummer Eins auf dem Markt, aber dann kam Kawasaki mit seiner Z-Serie DOHC 4-Zylinder 750 und übernahm den ersten Platz. Honda aber blieb nicht lange auf dieser Stelle, verbesserte seine Motoren und kam 1979 mit der CB750K DOHC mit je 4 Ventilen pro Zylinder, 68 PS und einer neuen Verkleidung heraus. Erneut wurde Honda Nummer Eins auf dem Markt. Im Juni 1979 folgte die CB750F, entwickelt aus der in Europa sehr populären CB900F, welche wiederum aus der Entwicklung der RCB-Rennmaschinen entstammte: Tief liegender Lenker, hinten liegende Fußraster, welche eine Sitzhaltung erlaubten, die der eines Reiters ähnlich war. Ein Styling, welches den Standard für die 80-ziger Jahre setzte. Die CB750F hat einen 4-Zylinder DOHC-Motor mit je 4 Ventilen und das Modell 1981 entwickelt 70 PS bei 748 ccm. Der Rahmen ist aus geschweißtem Rohr, Halb-Luft-Aufhängung vorne und FQV-Hinterradaufhängung, Doppelscheibenbremsen vorne und Einfach-Scheibenbremsen hinten. Das neu entworfene Schutzblech mit Spoiler wurde begeistert von den Fans aufgenommen, ebenso wie die fließenden Linien vom Tank bis zum Schlußlicht. Damit hat Honda eine Maschine, welche den Ansprüchen und Erfordernissen der kommenden Jahre entspricht.

SPECIFICATIONS : 1981 HONDA CB750F

Engine 748 DOHC
transverse four-cylinder
Bore and Stroke 62mm x 62mm
Compression Ratio ... 9 : 2
Starter Electric Pushbutton
Transmission Five Speed
Final Drive Sealed lubrication 0-ring chain

Length 2190mm
Width 790mm
Height 1125mm
Wheelbase 1515mm
Wheels Aluminum alloy
Tyres Front : 3.25H19 tubeless
Rear : 4.00H18 tubeless
Suspension Front : Air adjustable hydraulic forks
Rear : Variable hydraulic damping shocks
Brakes Front : 269mm dual disc
Rear : 297mm disc
Dry weight 227 Kilo

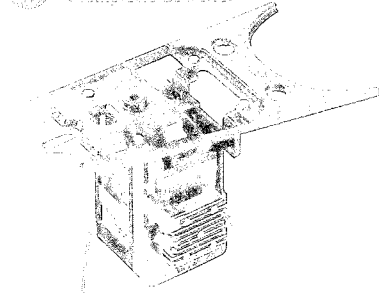
Technische Daten Honda CB750F 1981
Motor 748cc DOHC Quer-4-Zylinder
Hub und Bohrung ... 62mm x 62mm
Verdichtung 9 : 2
Starter Electro-Starter-Knopf
Übersetzung 5 Gänge
Antrieb verschlossen geschmierte Kette
Länge 2190mm
Breite 790mm
Höhe 1125mm
Radstand 1515mm
Felgen Alu-Legierung
Reifen Vorne : 3.25H19 schlauchlos
Hinten : 4.00H18 schlauchlos
Aufhängung Vorne : Luft verstellbare Hydraulikgabel
Hinten : Verstellbare Hydraulik Stossdämpfer
Bremsen Vorne : 269mm Doppelscheibenbremse
Hinten : 297mm Scheibenbremse
Trockengewicht 227 Kilo





*Study the instructions and photographs before commencing assembly.
 *You will need a sharp knife, a screwdriver, a file and a pair of pliers.
 *Do not break parts away from sprues, but cut off carefully with a pair of pliers.
 *Use cement sparingly. Use only enough to make a good bond.
 *Apply cement to both parts to be joined.
 *This mark denotes paint colour, and the colour names and numbers are for Tamiya Acrylic Paints. Page 14/16 have detailed painting instructions, however, some parts should be painted prior to model's completion, and these are called out during assembly.
 *Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.
 *Bauteile nicht vom spritzling abbrechen, vorsichtig abknicken oder abwickeln. Teil vor kleben zusammenführen auf genauen Sitz achten. Nicht zu viel Klebstoff verwenden. Keine Teile heiß machen mit Pinzette fest.
 *Abziehbilder vorsichtig von der Unterlage im Wasser abschleifen, auf richtigen Sitz achten und gut trocknen lassen.
 *Dieses Zeichen zeigt die Farbe und Fernnummer der Tamiya Acryl-Farben.

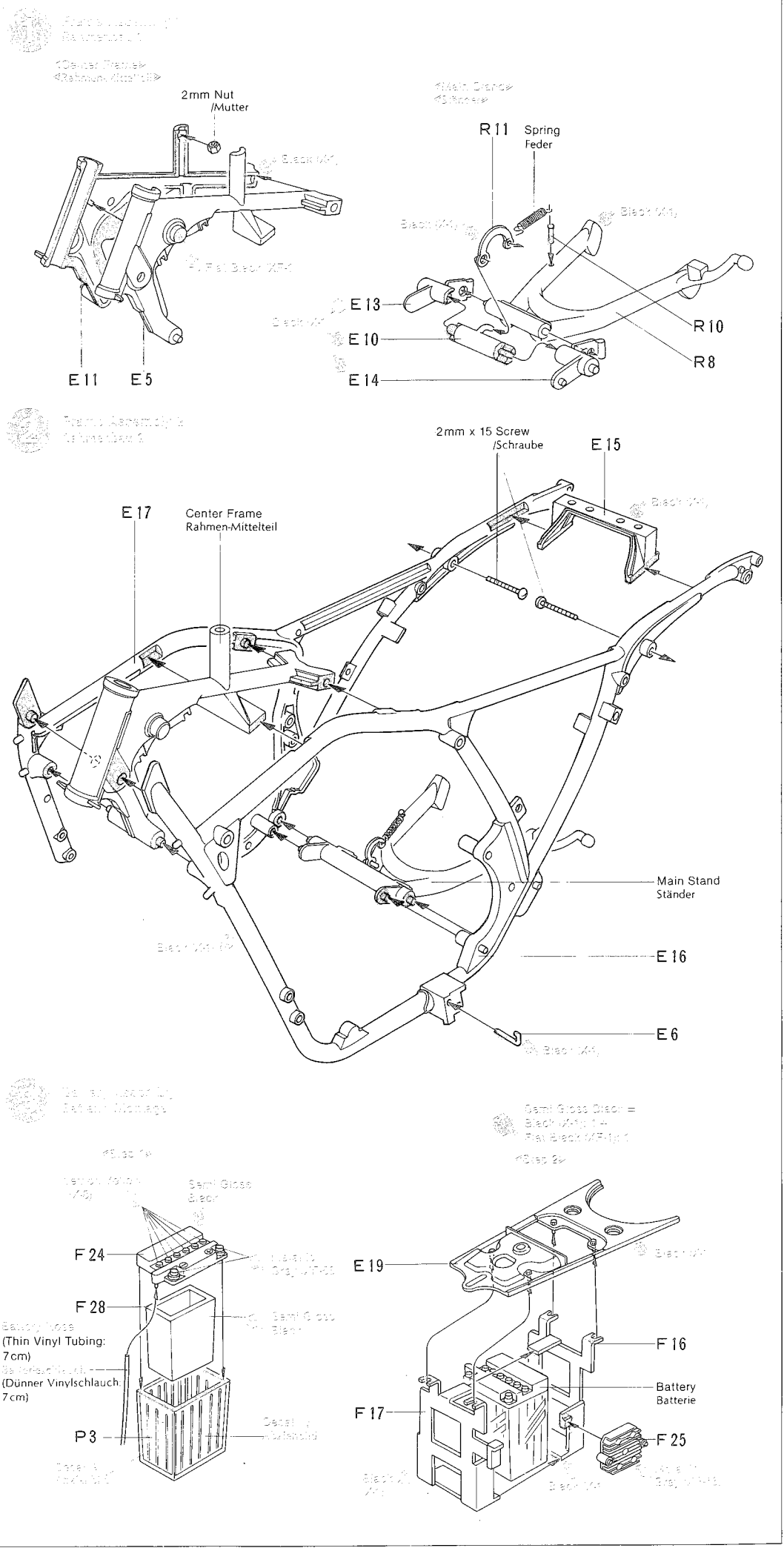
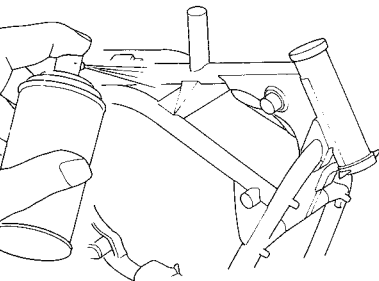
«Assembled Battery»
 «Komplett Batterie»



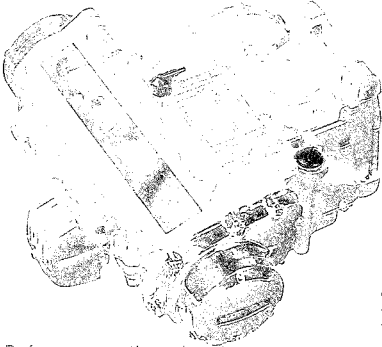
PAINTING

«Timing of Painting»
 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 bubbled seams should be filed before painting. Check your attention even to the smallest detail.
 Teile die in gleicher Farbe bemalt werden sollten nach dem Kleben bemalt werden. Vor dem Bemalen die Klebstoffreste entfernen. Auch auf der kleinsten Detail achten.

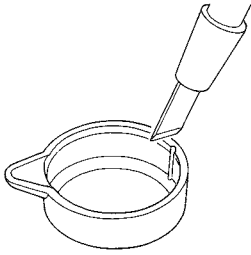
«Painting Frame»
 When you paint frame, apply overall spraying or use broad flat brush and finish it carefully so as not to leave any unsanded pieces.
 Alle schweben Teile in schwarz bemalen. Zweifelhafte Stellen mit feineren Pinsel entfernen.



4 <Assembled Crankcase>
<Zusammengebautes Kugelgehäuse>

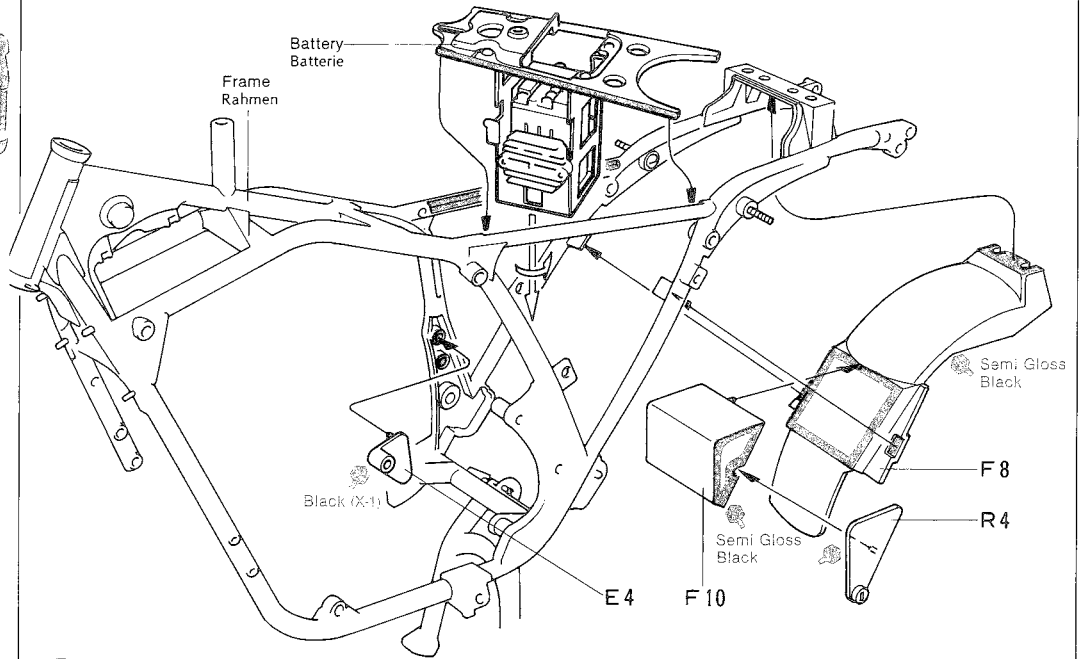


Before cementing plated parts, remove plating with a knife etc. from the surface to which cement is applied.
Chromschicht an klebstellen entfernen.

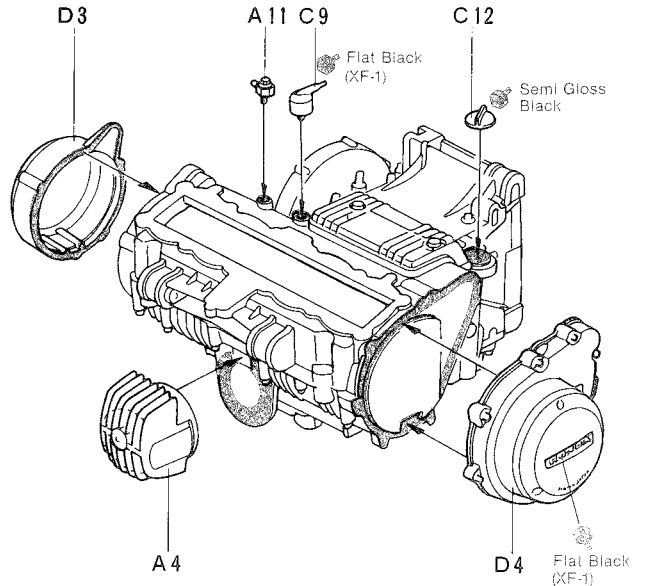
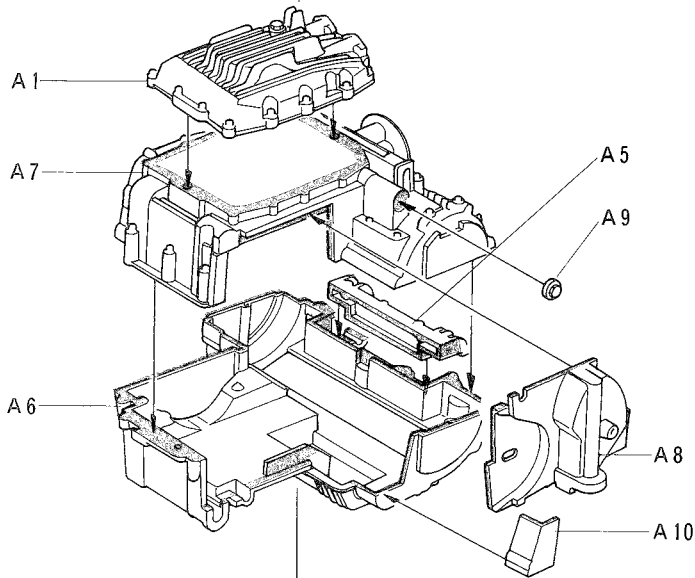


4 Installing battery
Einbau der Batterie

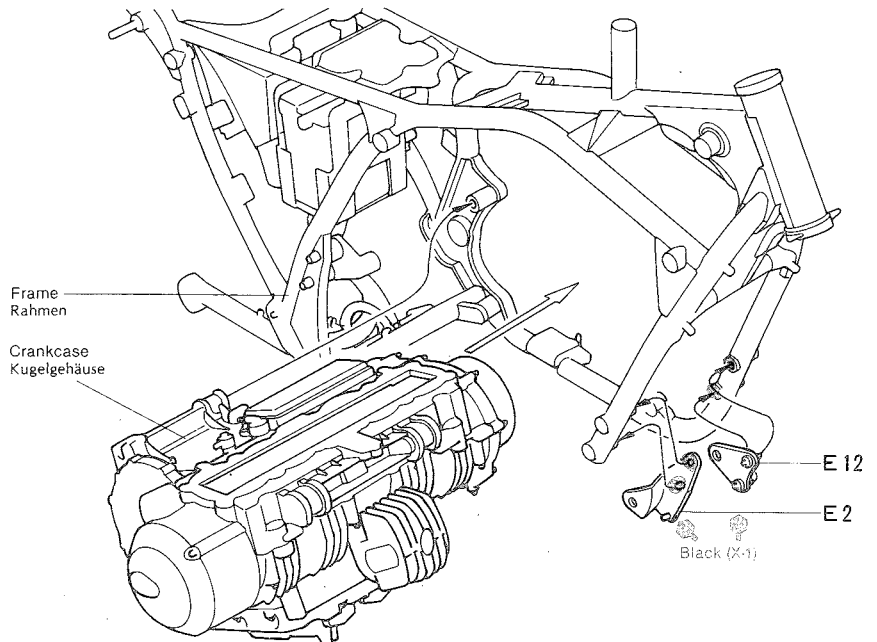
* Attach battery first.
* Batterie erst einbauen.



5 Crankcase Assembly
Kugelgehäuse Montage

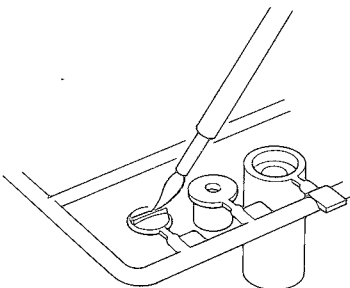


6 Placing Crankcase into Frame
Einbau Kugelgehäuse in Rahmen

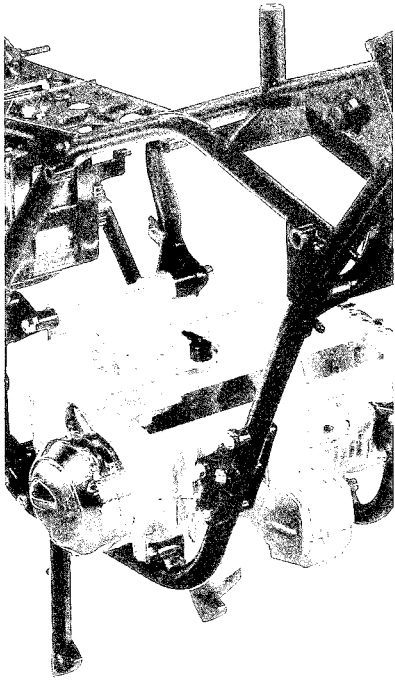


PAINTING

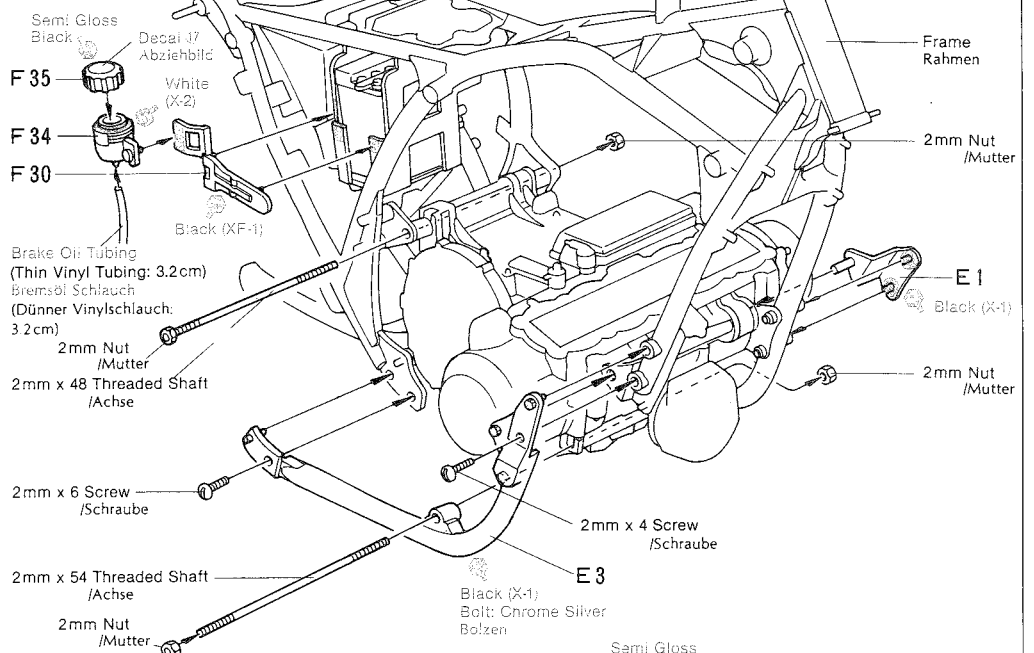
<Painting small parts>
Paint small parts before removing from sprue and touch up after assembly.
<Bemalung kleiner Teile>
Kleine Teile am Spritzling bemalen. Die Schnittflächen erst nach dem Einbauen bemalen.



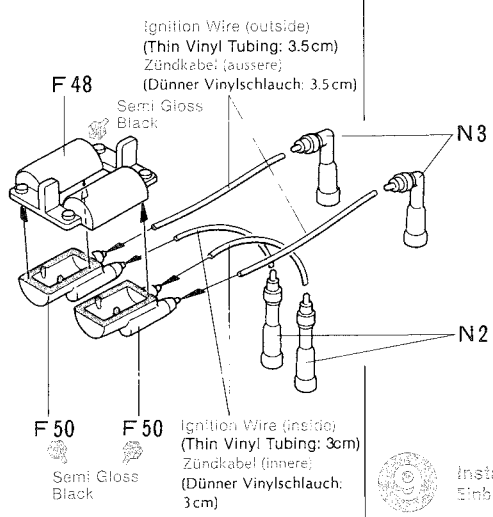
7 <Attached Sub-Frames>
<Unteres Rahmenteil>



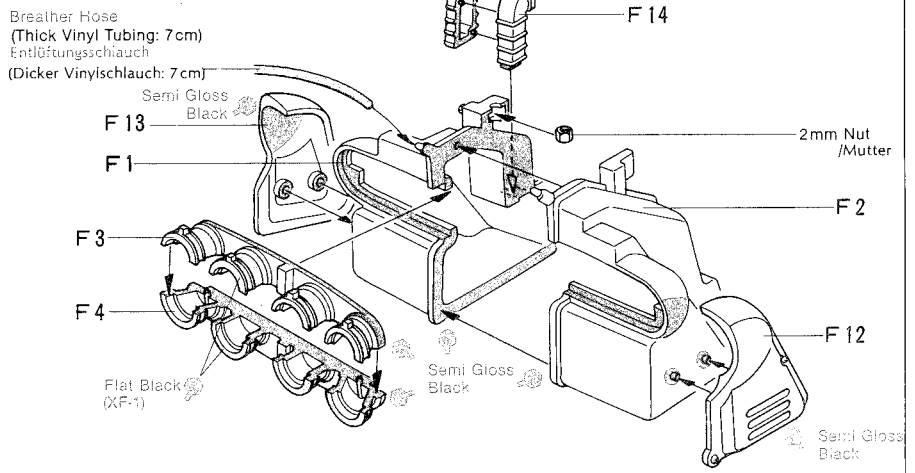
7 Attaching Sub-Frames
Unteres Rahmenteil



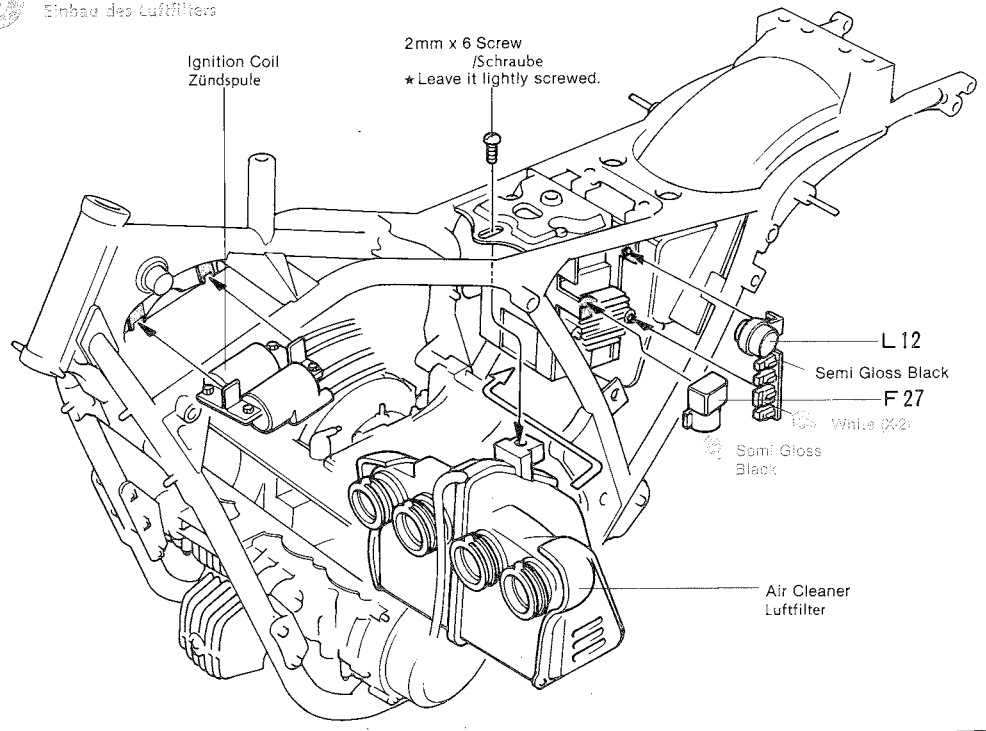
8 <Ignition Coil>
<Zündspule>



8 Air Cleaner Assembly
Zusammenbau des Luftfilters

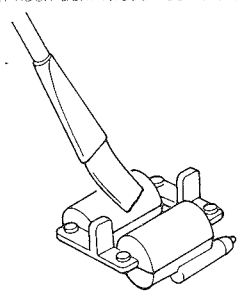


8 Installing Air Cleaner
Einbau des Luftfilters

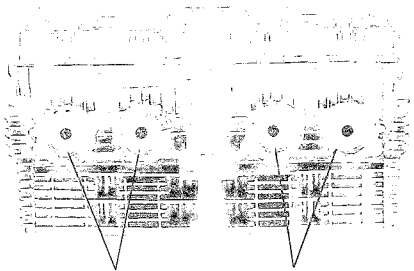


PAINTING

Parts to be painted in the same colour should be painted after being assembled.
 Teile der in gleicher Farbe bemalt werden sollten nach dem Kleben bemalt werden.



10 <<Assembled Cylinders>>
<<Zusammengebaute Zylinder>>

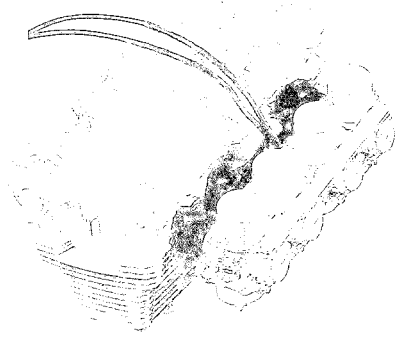
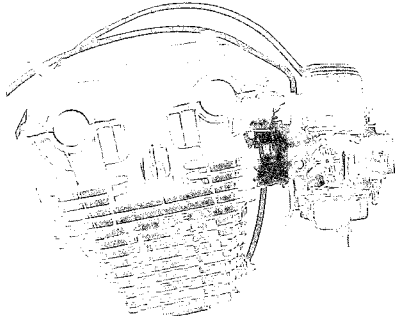


Note direction
Auf die Richtung achten.

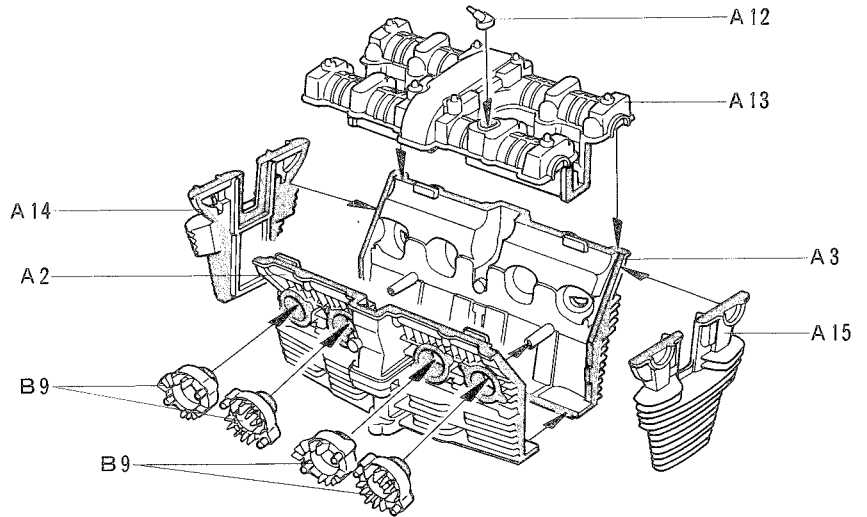
11 <<Assembled Carburetor>>
<<Zusammengebaute Vergaser>>



12 <<Completed Cylinder>>
<<Kompletter Zylinder>>

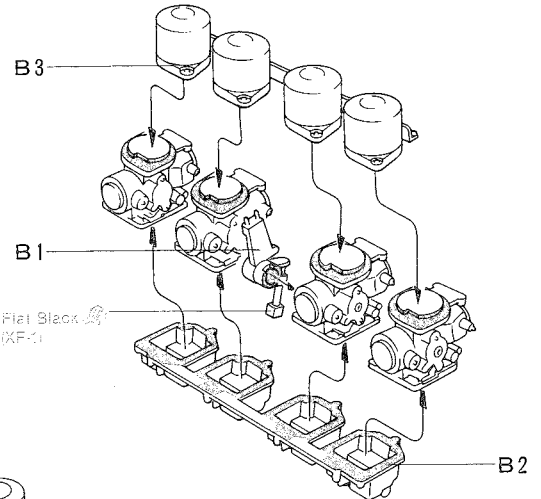
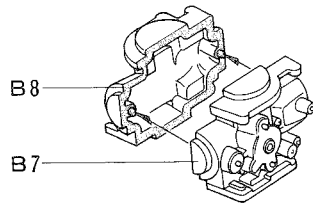


10 Cylinder Assembly
Zylinder Montage

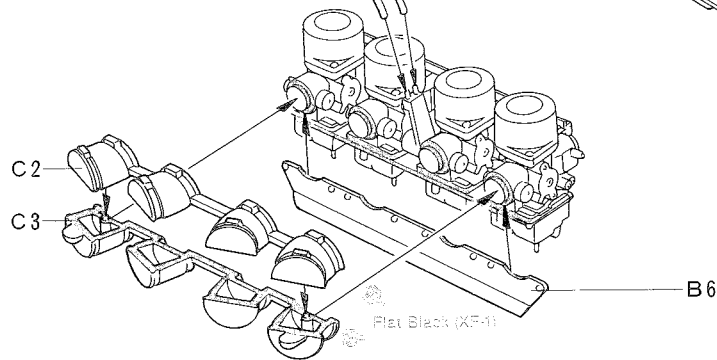


11 Carburetor Assembly
Vergaser Montage

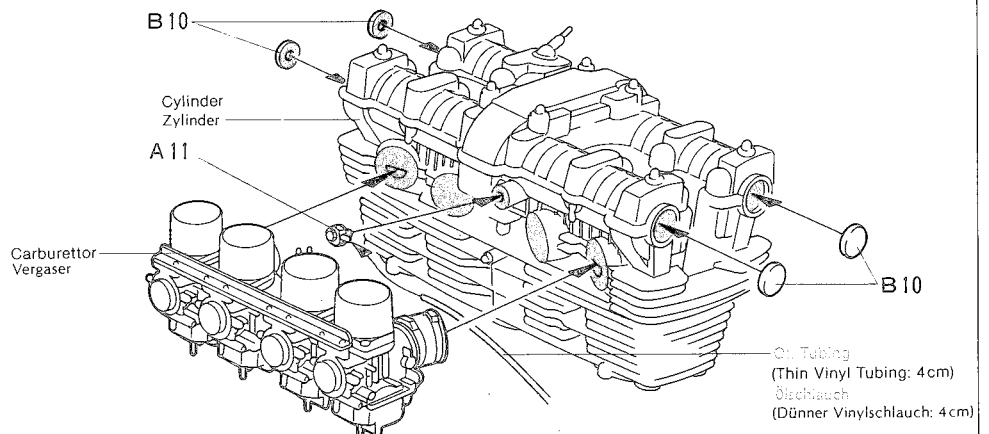
4 Teile 4 sets
4 Setz machen



Throttle Wire
(Thin Vinyl Tubing: 16 cm)
Gaszug
(Dünnere Vinylschlauch: 16 cm)

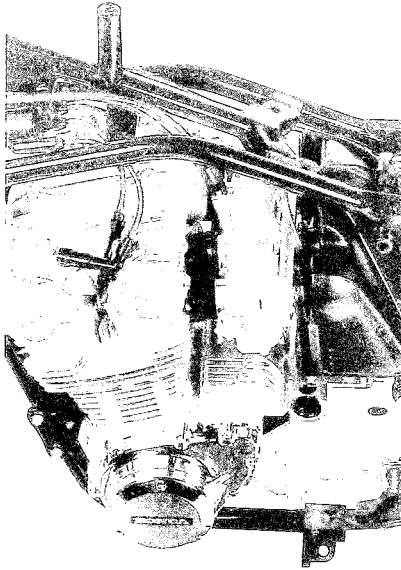


12 Mischung Carburetor
Einbau der Vergaser

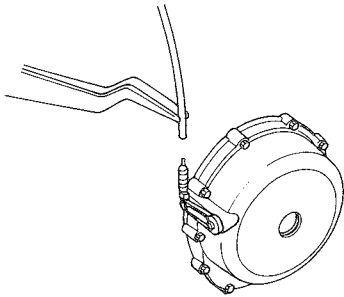


4 cm Tubing
(Thin Vinyl Tubing: 4 cm)
4 cm Schlauch
(Dünnere Vinylschlauch: 4 cm)

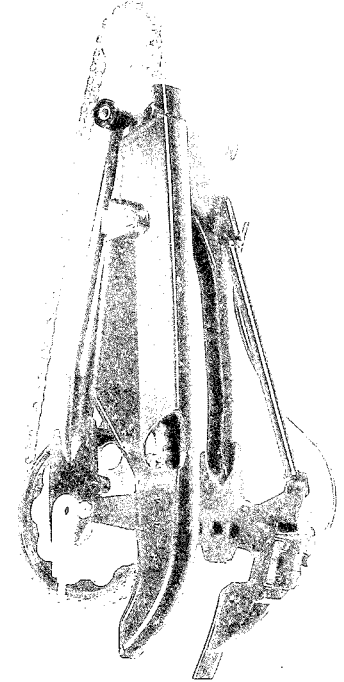
13 <Installing Cylinders>
<Einbauen der Zylinder>



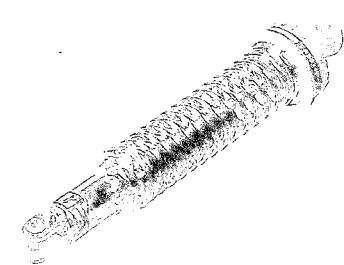
<Attaching Vinyl Tubing>
Hold tubing with tweezers when attaching.
<Einbau des Vinylschlauches>
Vinylschlauch hält man mit Pinzette.



14 <Assembled Swing Arm>
<Zusammengebaute Radgabel>

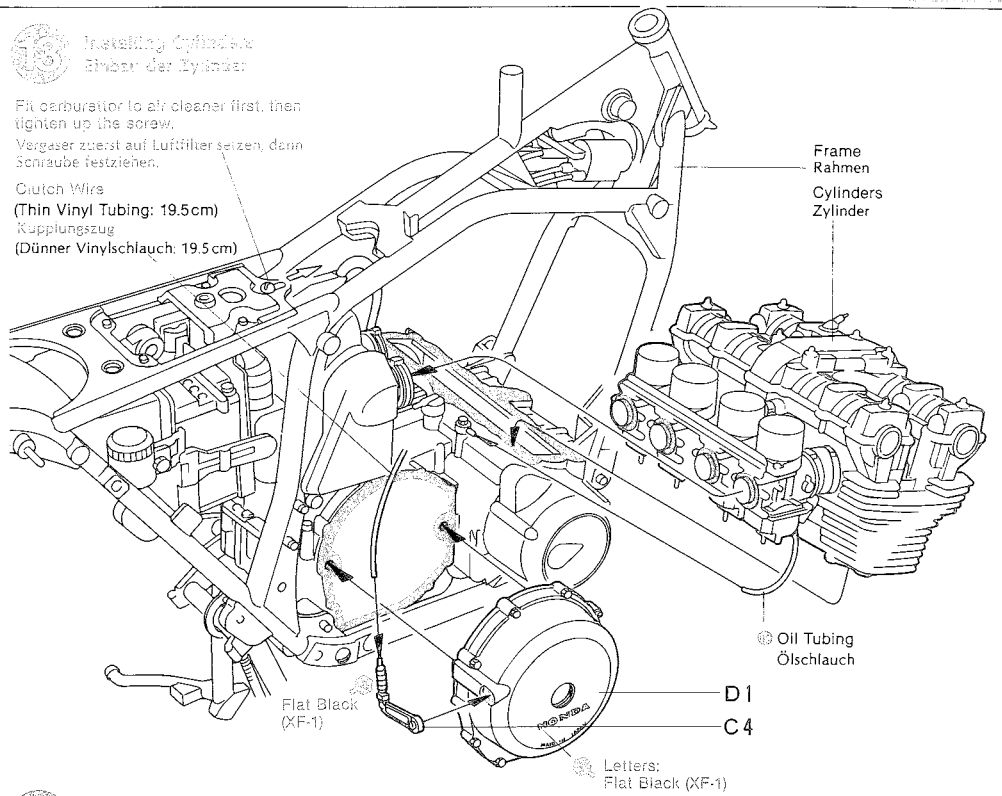


15 <Assembled Rear Shock Absorber>
<Hintere Stoßdämpfer>



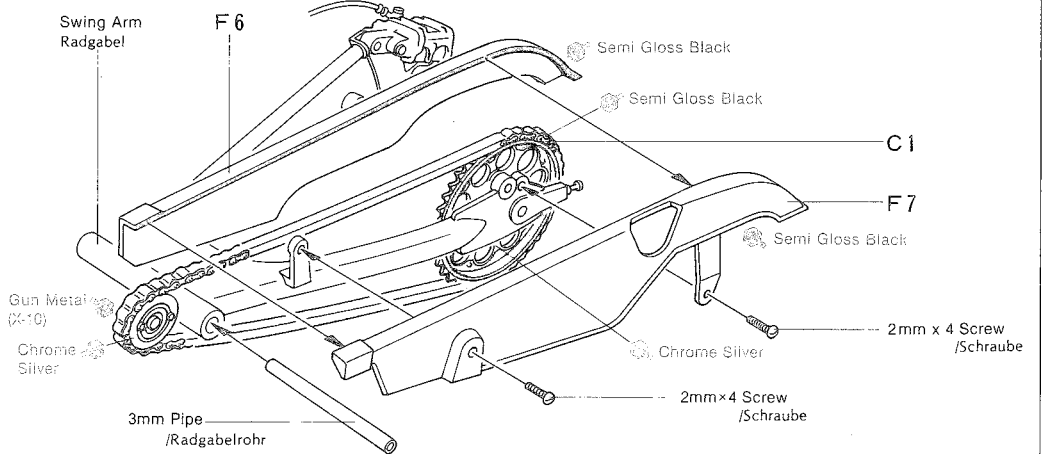
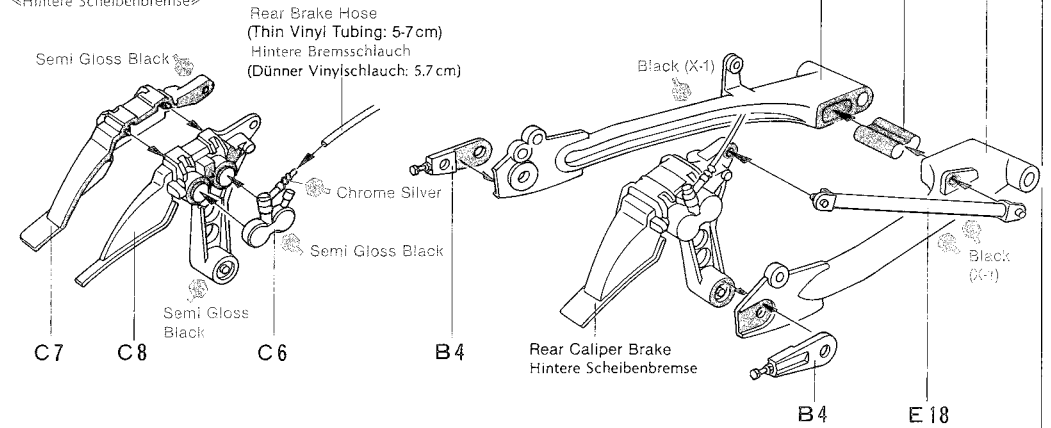
13 Installing Cylinders
Einbau der Zylinder

Fit carburetor to air cleaner first, then tighten up the screw.
Vergaser zuerst auf Luftfilter setzen, dann Schraube festziehen.
Clutch Wire
(Thin Vinyl Tubing: 19.5cm)
Kupplungszug
(Dünner Vinylschlauch: 19.5cm)



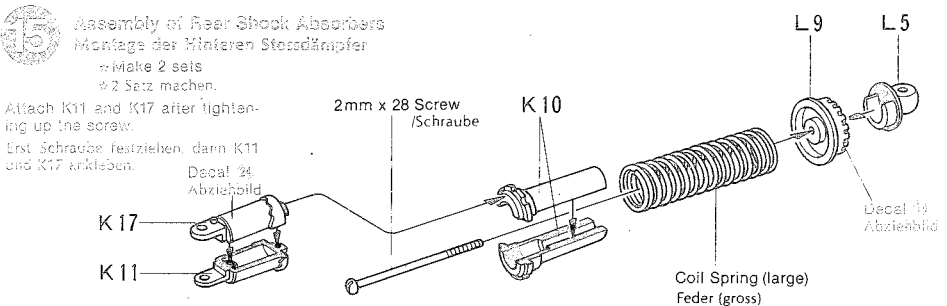
14 Swing Arm Assembly
Radgabel Montage

<Rear Caliper Brake>
<Hintere Scheibenbremse>

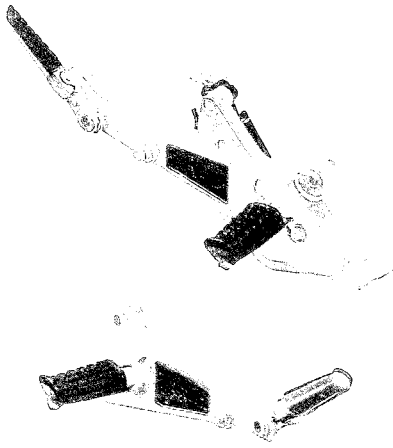


15 Assembly of Rear Shock Absorber
Montage der Hintere Stoßdämpfer

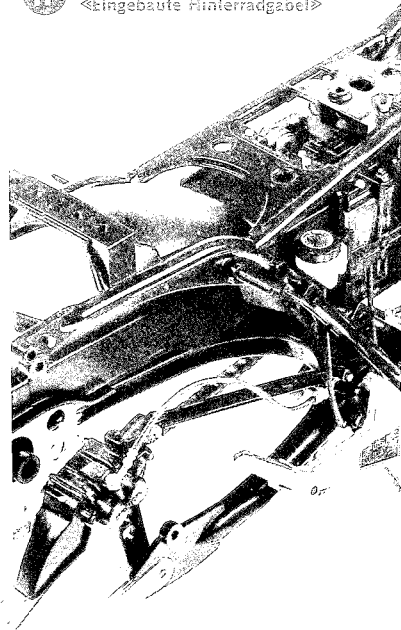
Make 2 sets
2 Satz machen.
Attach K11 and K17 after tightening up the screw.
Erst Schraube festziehen, dann K11 und K17 ankleben.



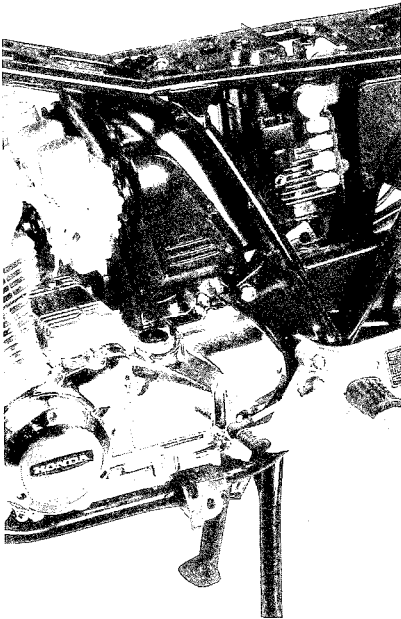
16 <Foot Rest Plates>
<Fußrastepplatten>



17 <Attached Rear Swing Arm>
<Eingebaute Hinterradgabel>

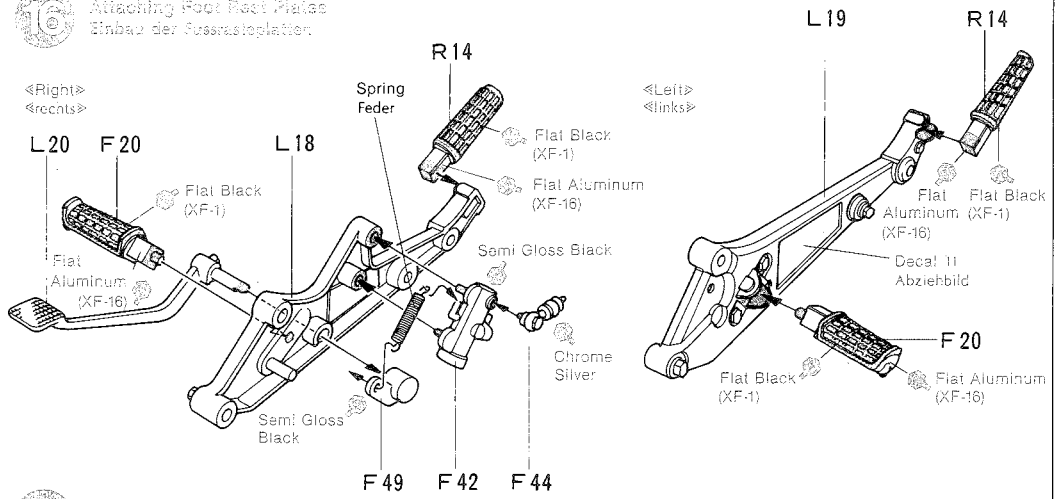


18 <Attached Rear Shock Absorbers>
<Eingebaute Stossdämpfer>

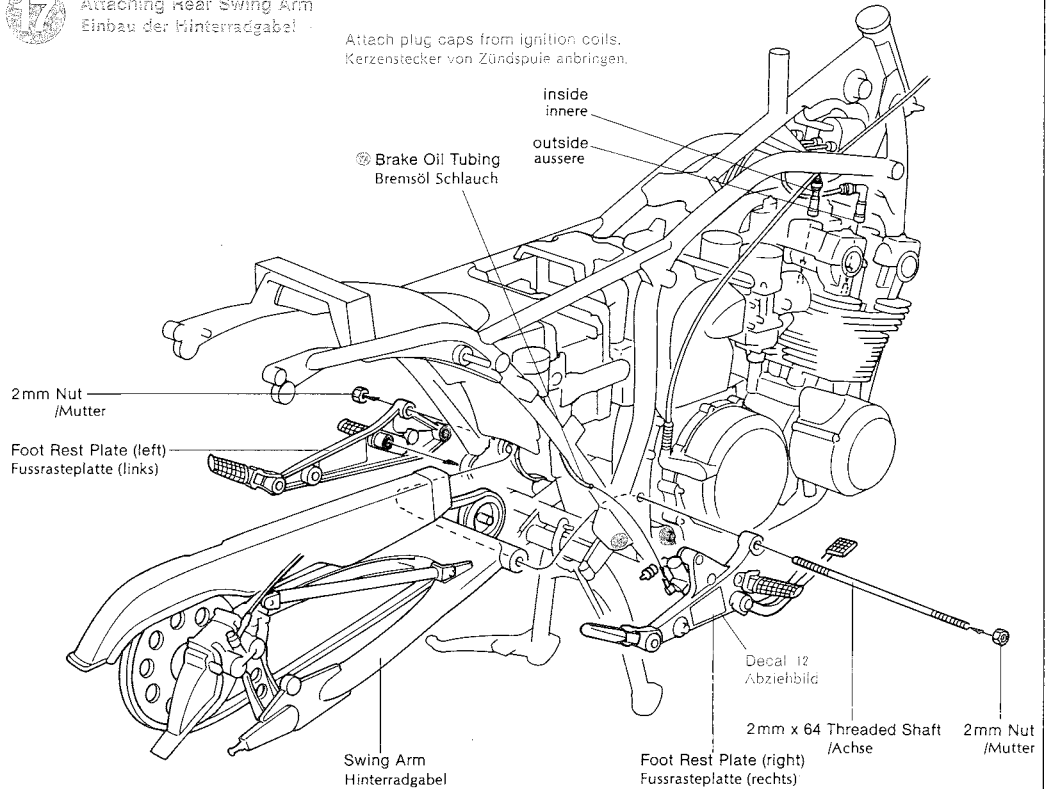


Tamiya Acrylic Paints
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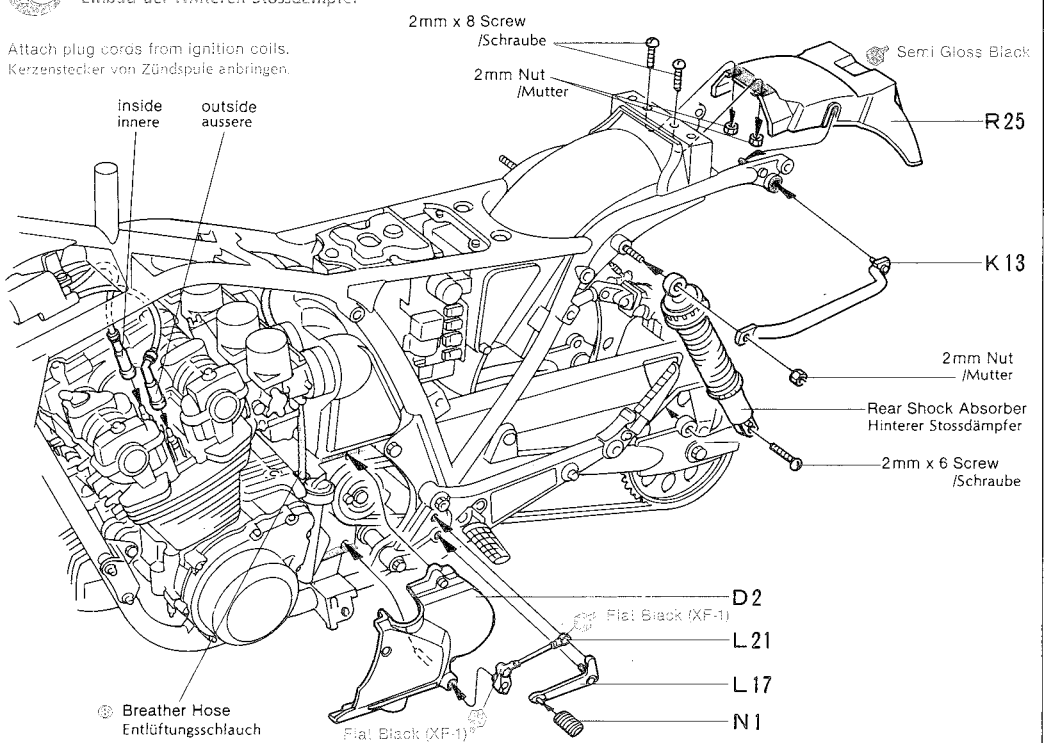
16 Attaching Foot Rest Plates
Einbau der Fußrastepplatten



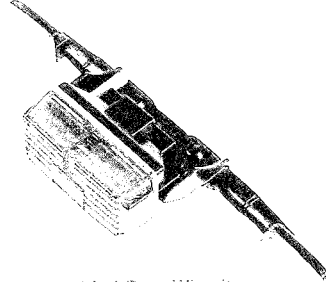
17 Attaching Rear Swing Arm
Einbau der Hinterradgabel



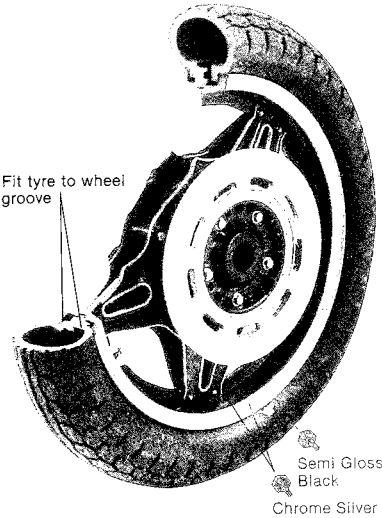
18 Attaching Rear Shock Absorbers
Einbau der Hintere Stossdämpfer



19 <Assembled Taillight>
<Komplette Rückleuchte>



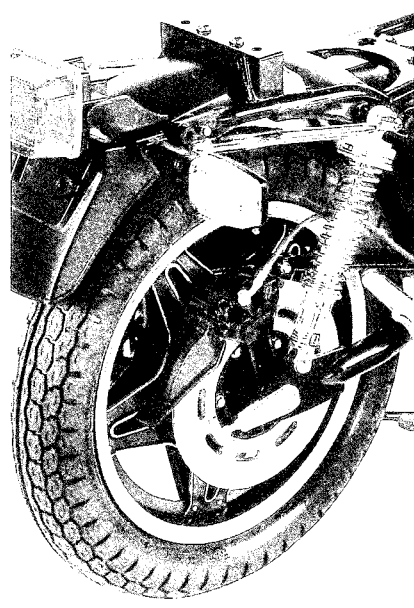
20 <Assembled Rear Wheel>
<Komplettes Hinterrad>



Fit tyre to wheel groove

Semi Gloss Black
Chrome Silver

21 <Attached Rear Wheel>
<Eingebautes Hinterrad>

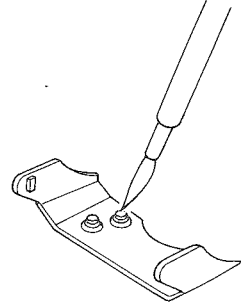


PAINTING

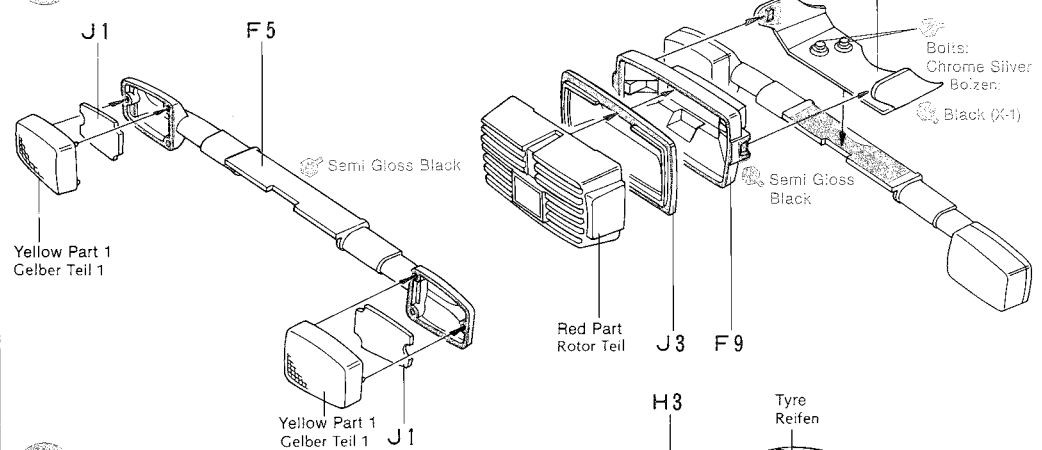
<Painting Bolts>

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

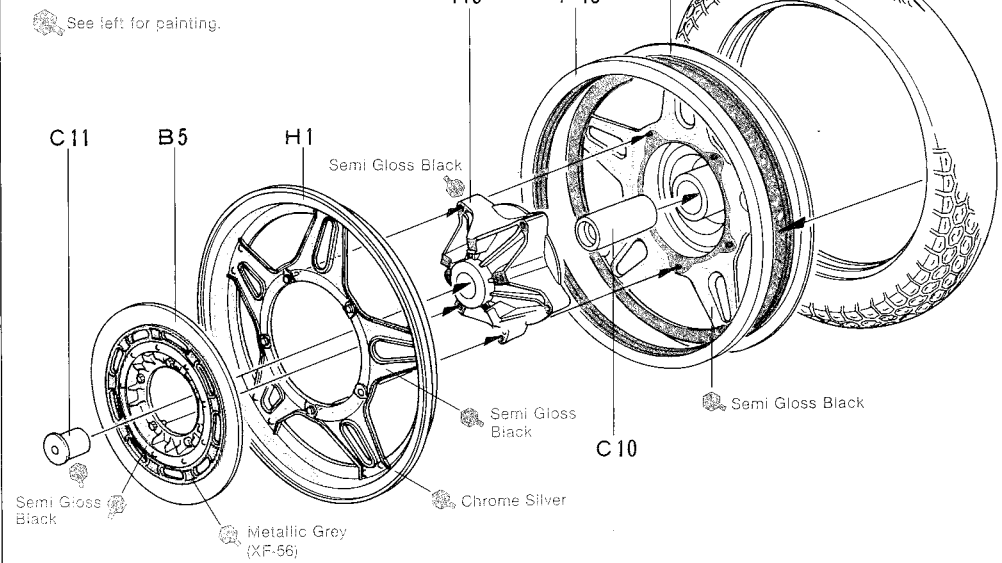
Alle Bolzen im Rahmen und Motor mit chromesorgtällig bemalen. Sie erreichen dadurch ein besseres Aussehen des Modelles.



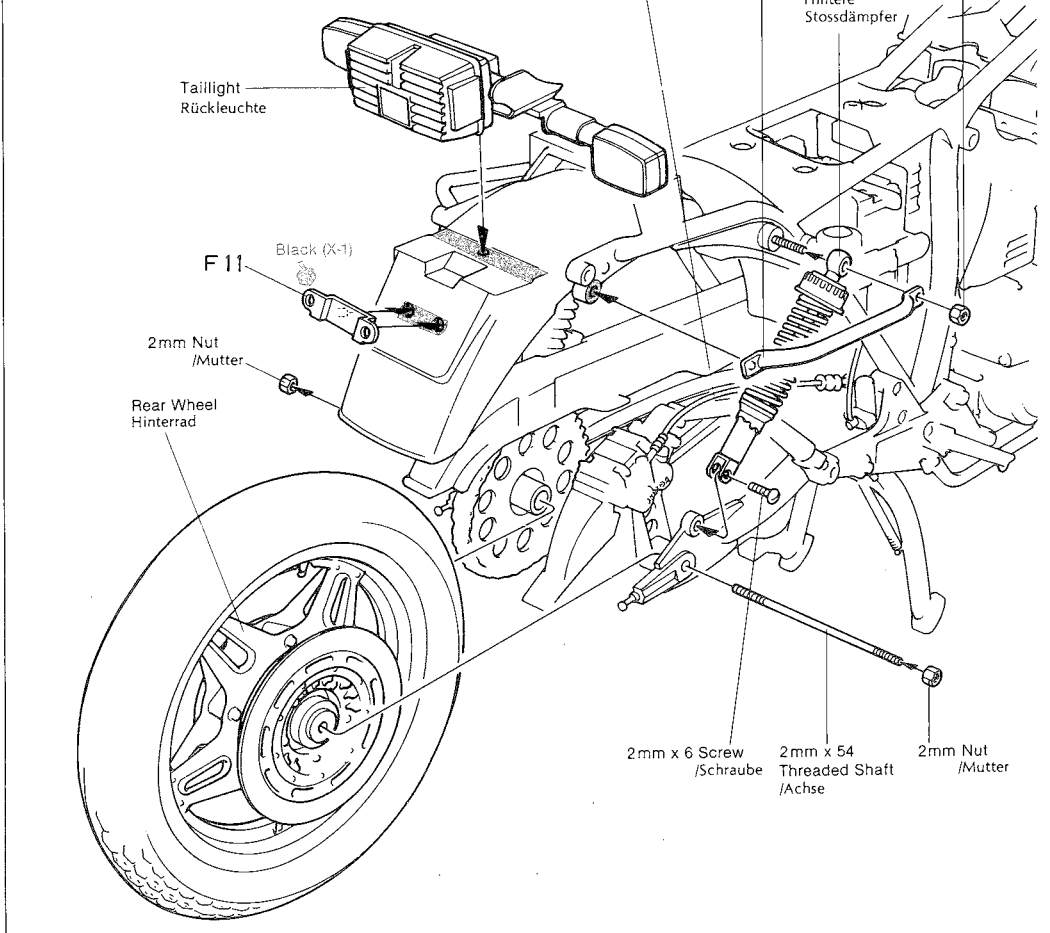
19 Taillight Assembly
Rückleuchte Montage



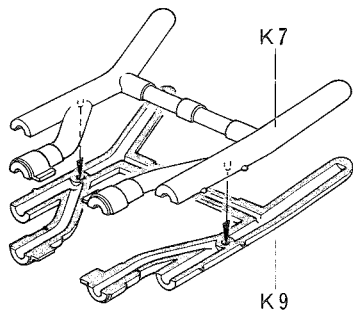
20 Rear Wheel Assembly
Hinterrad Montage



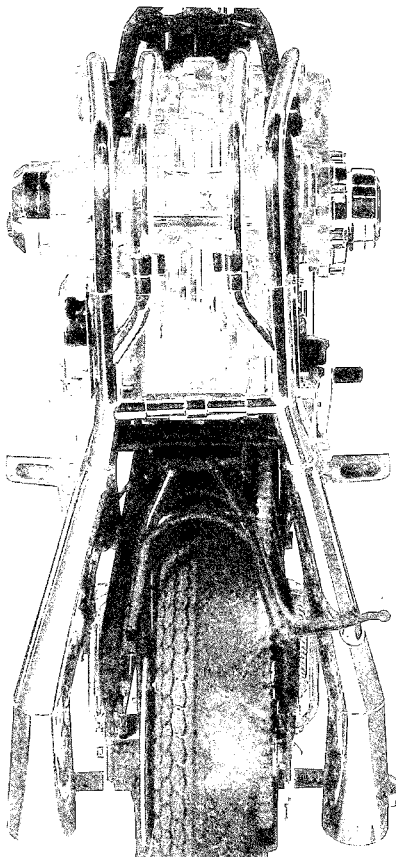
21 Attaching Rear Wheel
Einbau des Hinterrades



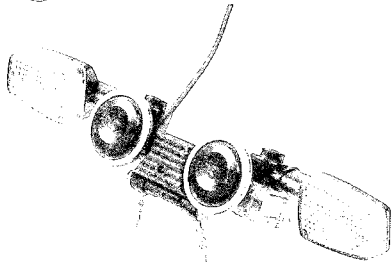
22 <<Exhaust Chamber>>
<<Auspuffgabel>>



23 <<Attached mufflers>>
<<Eingebaute Auspuffe>>



25 <<Assembled Steering Stem>>
<<Zusammengebaute Steuervelle>>

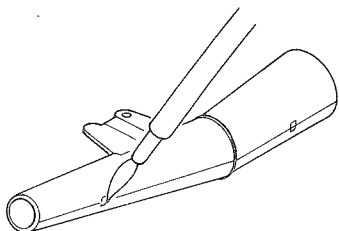


<<Repairing Worn-Off Plating>>

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

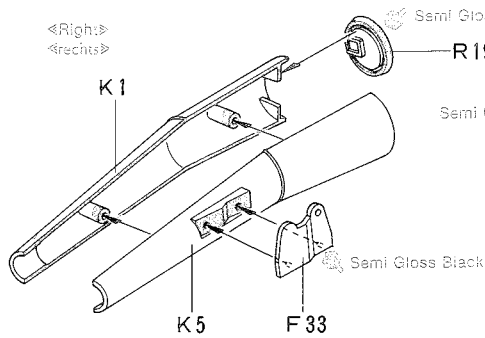
<<Chrometeile>>

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

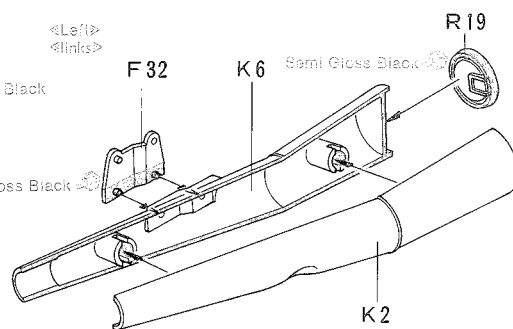


22 Muffler Assembly
Auspuff Montage

<<Right>>
<<rechts>>

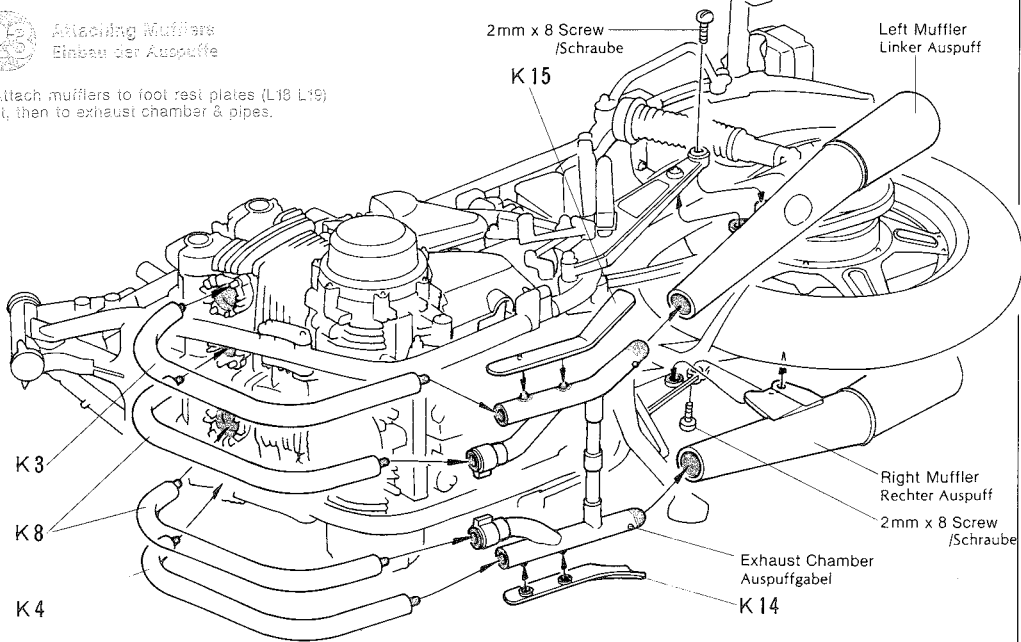


<<Left>>
<<links>>



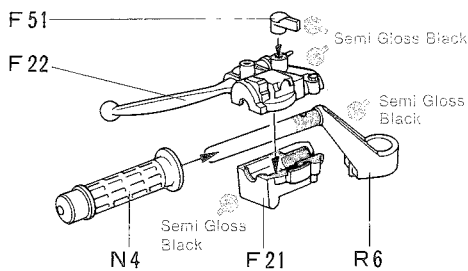
23 Attaching Mufflers
Einbau der Auspuffe

Attach mufflers to foot rest plates (L18 L19) first, then to exhaust chamber & pipes.

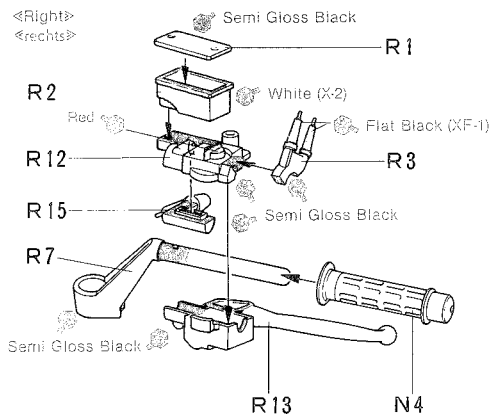


24 Handle Bar Assembly
Lenkstange Montage

<<Left>>
<<links>>

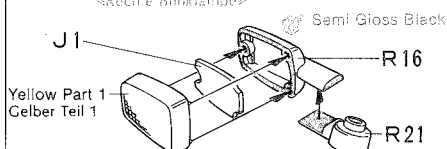


<<Right>>
<<rechts>>

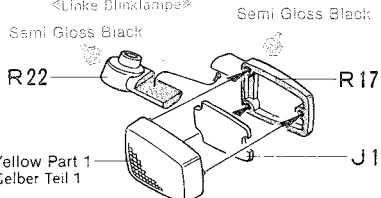


25 Steering Stem Assembly
Steuervelle Montage

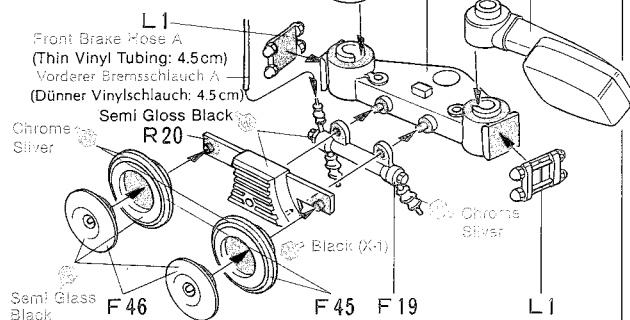
<<Right Blinker>>
<<Rechte Blinklampe>>



<<Left Blinker>>
<<Linke Blinklampe>>

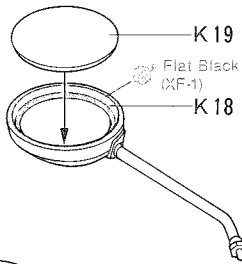


<<Right Blinker>>
Rechte Blinklampe

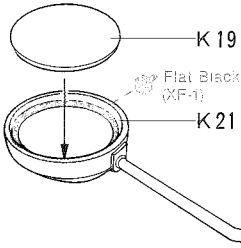


26 <Rear View - Hinten>
<Rückansicht>

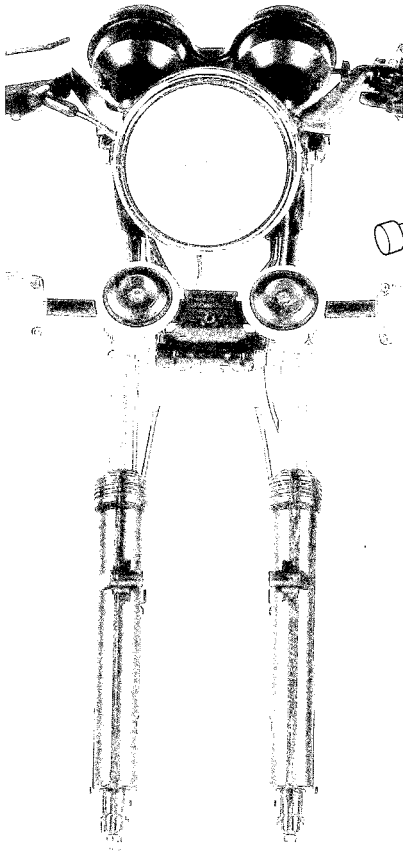
<Left>
<links>



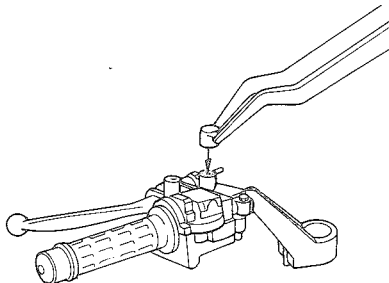
<Right>
<rechts>



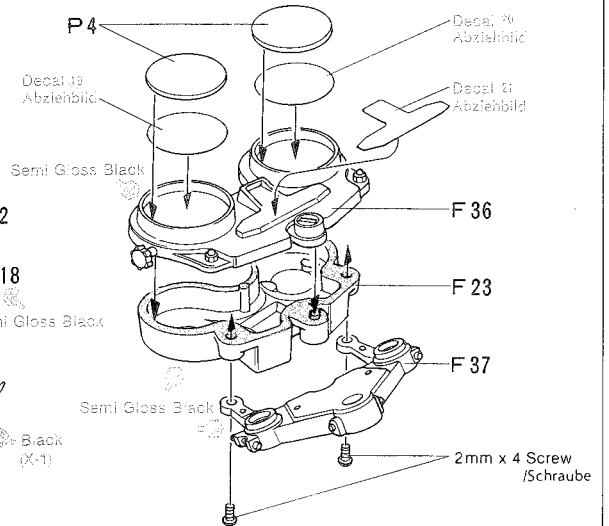
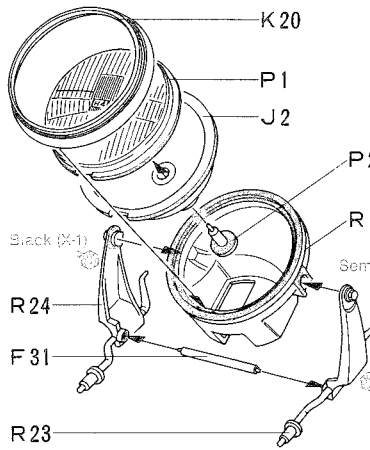
29 <Assembled Front Shocks>
<Stoßdämpfergehäuse>



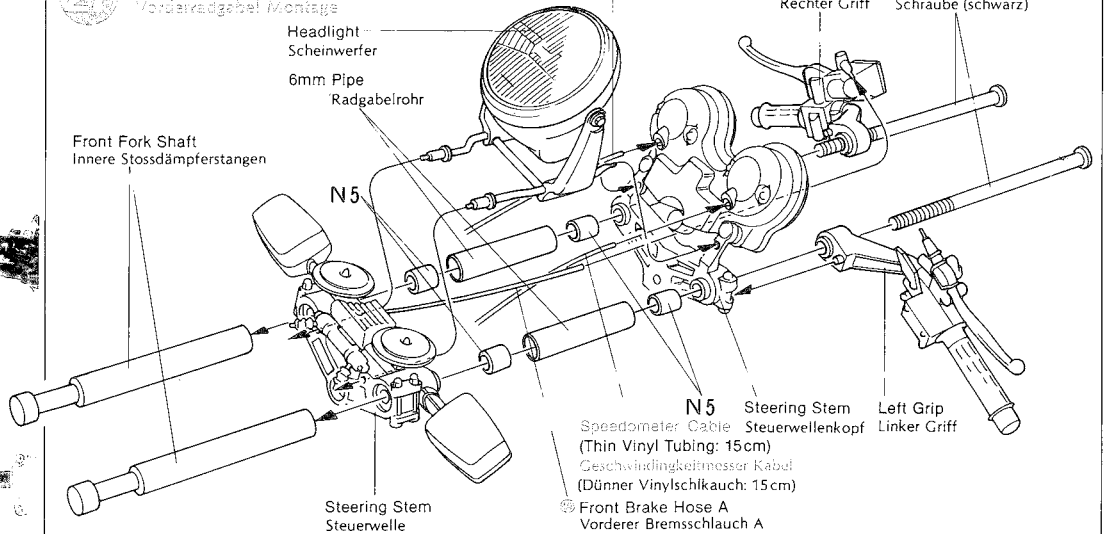
<Attaching small parts>
Hold small parts with tweezers to facilitate work.
Kleine Teil hält man mit Pinzette fest.



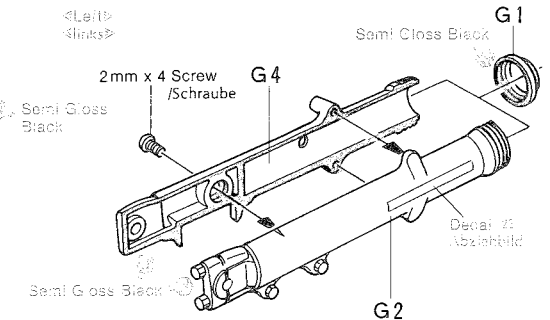
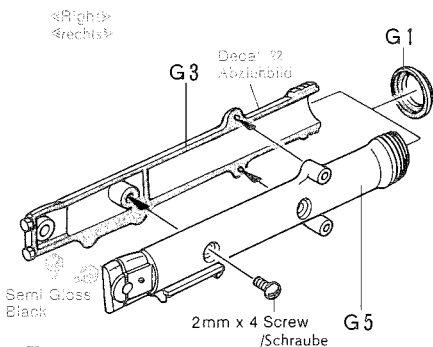
26 Headlight and Meter
Scheinwerfer und Tachometer



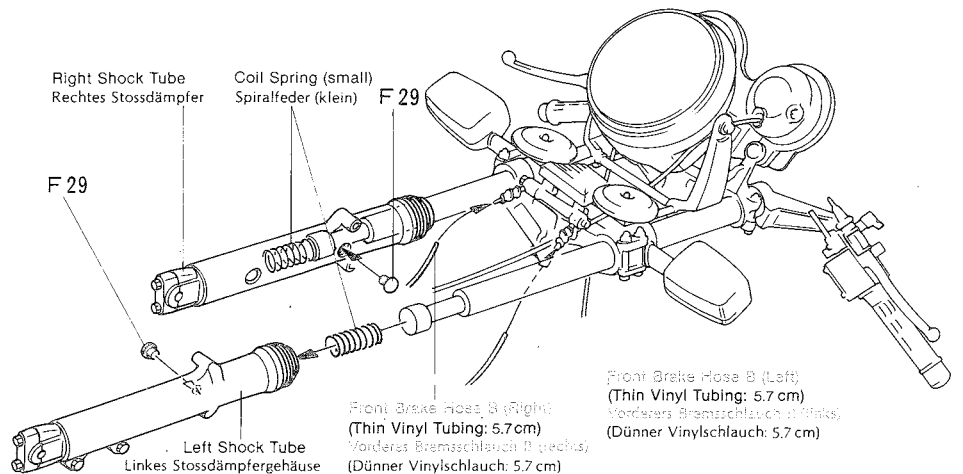
27 Front Fork Assembly
Vorderradgabel Montage



28 Shock Tube Assembly
Stoßdämpfergehäuse Montage

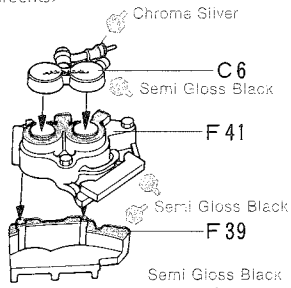


29 Attaching Shock Tubes
Einbau des Stoßdämpfergehäuses

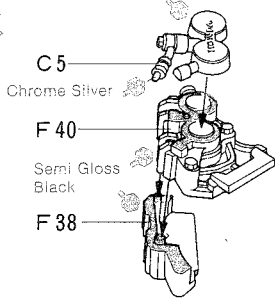


31 <Front Caliper Brakes>
<Vordere Scheibenbremsen>

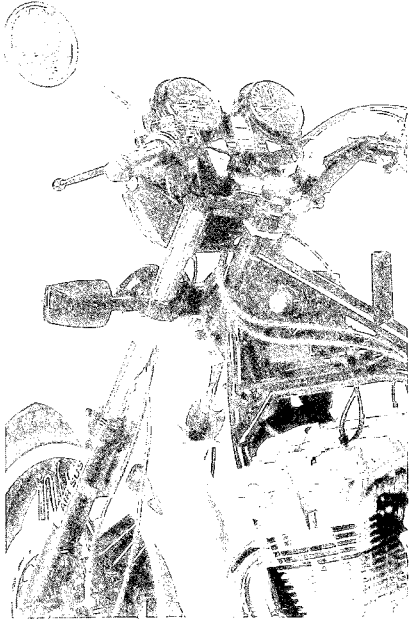
<Right>
<rechts>



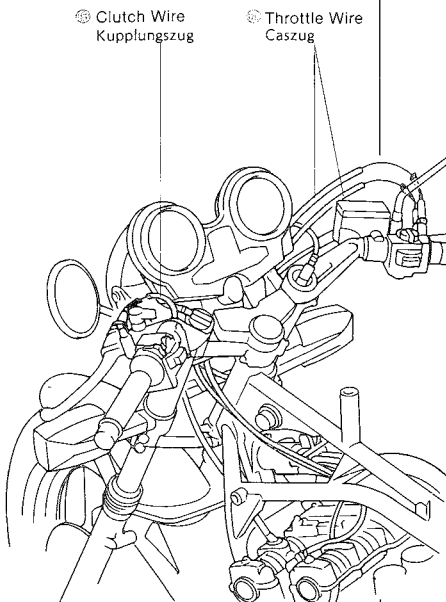
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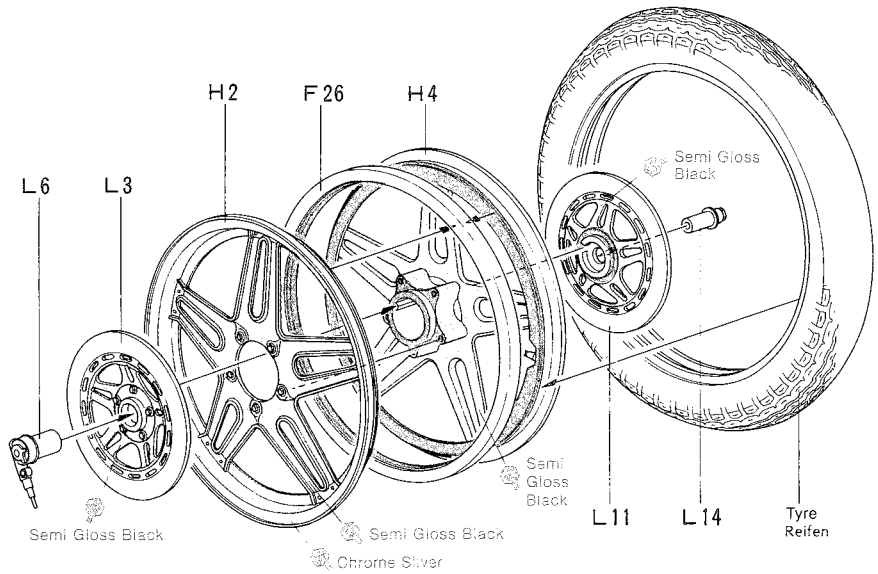
32 <Attached Front Fork>
<Eingebaute Vorderradgabel>



<Cable Attachment to Handle Bar>
<Verkabelung an Lenkstange>

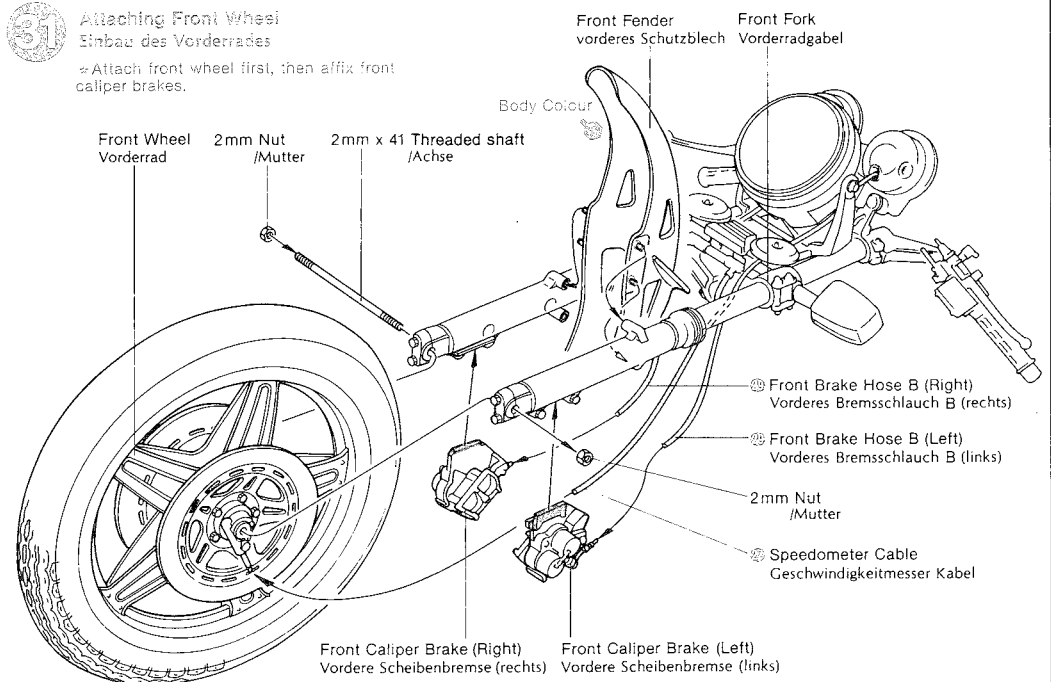


30 Front Wheel Assembly
Vorderrad Montage

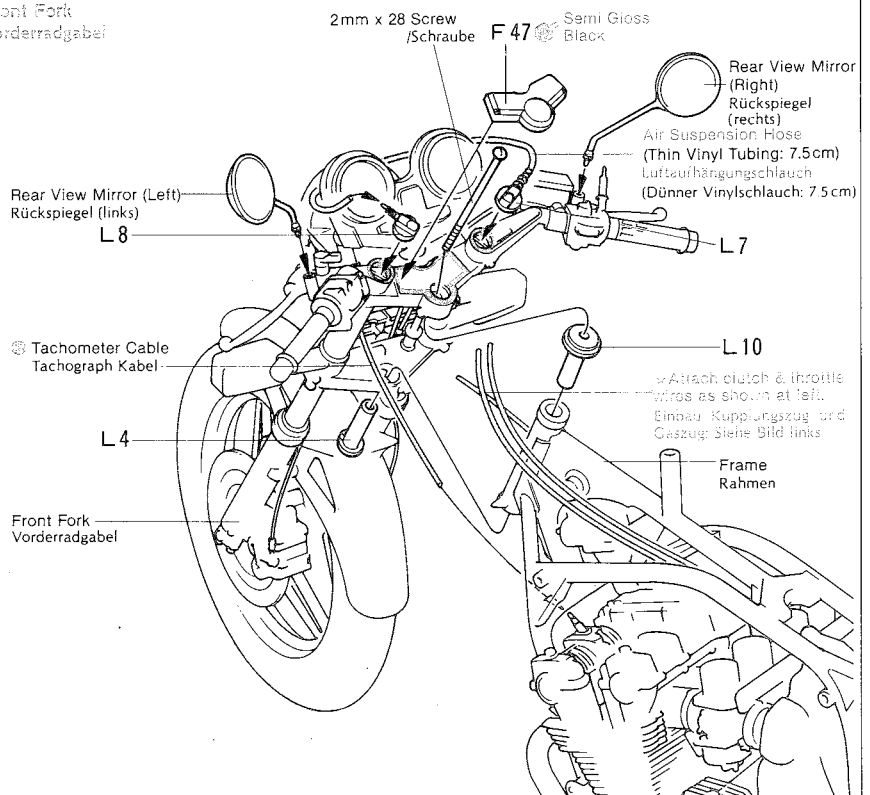


31 Attaching Front Wheel
Einbau des Vorderrades

> Attach front wheel first, then affix front caliper brakes.

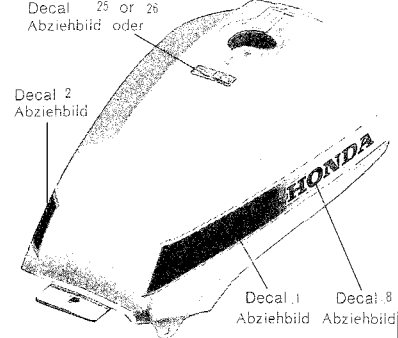


32 Attaching Front Fork
Einbau der Vorderradgabel

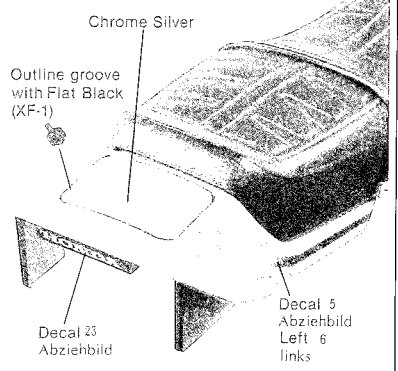


> Attach clutch & throttle wires as shown at left.
> Einbau Kupplungszug und Gaszug: Siehe Bild links

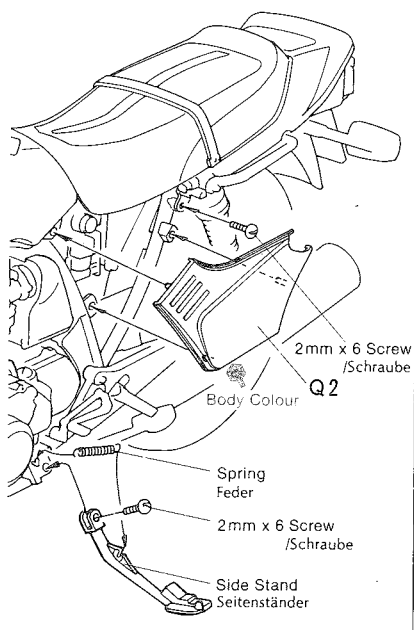
33 <<Fuel Tank>>
<<Tank>>



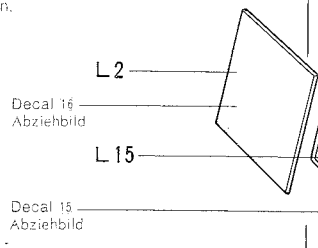
34 <<Saddle>>
<<Sattel>>



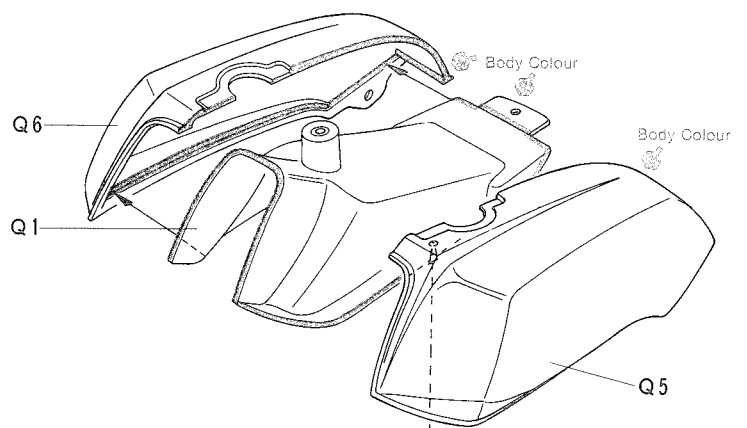
35 <<Attaching Left Side Cover>>
<<Einbau des linken Seitendeckel>>



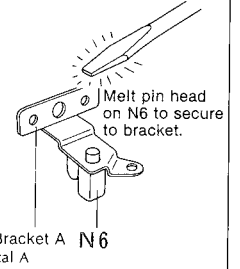
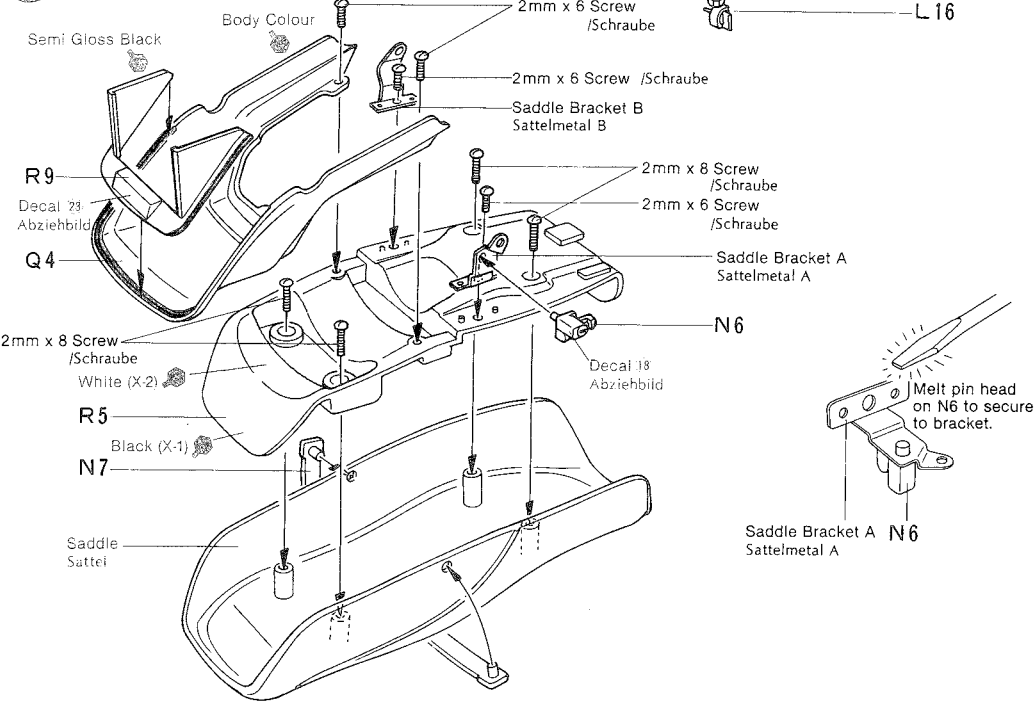
* Choose number plate L2 or L15 as you like.
* Entweder Nummernplatte L2 oder L15 verwenden.



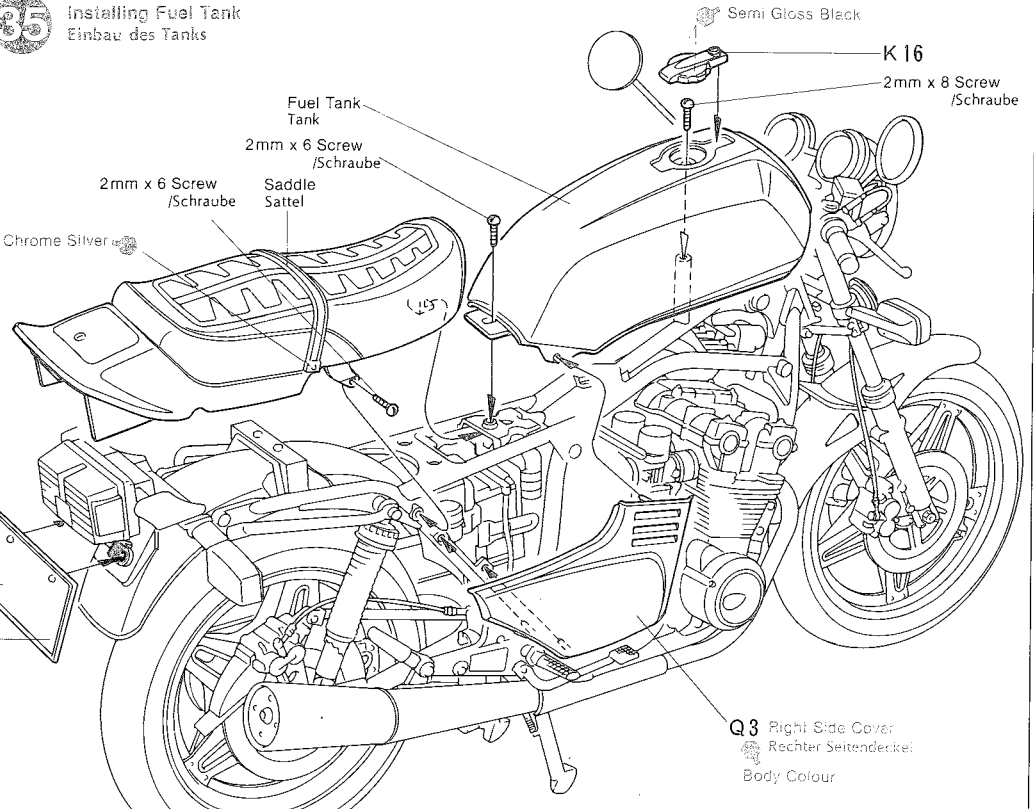
33 Assembly of Fuel Tank
Tank Montage



34 Assembly of Saddle
Sattel Montage



35 Installing Fuel Tank
Einbau des Tanks



TAMIYA COLOUR CATALOGUE
The latest in cars, boats, tanks and ships. Motorized, radio controlled and museum quality models are all shown in full colour in Tamiya's latest catalogue. At your nearest hobby supply house.

...the Honda CB750F is built in the factory in three colours: Magna, Metallic Silver, and Burgundy Red. All these basic colours are available in well matched and matching shades. The 100 cc. model has a silver body, all other basic body colours also include an decals for the Gold or Black frame. You should choose the colours and name of the parts of the engine in order. Most of the engine parts, the gears and the frame are painted silver. The 100 cc. model has a silver body, all other basic body colours also include an decals for the Gold or Black frame. You should choose the colours and name of the parts of the engine in order. Most of the engine parts, the gears and the frame are painted silver. The 100 cc. model has a silver body, all other basic body colours also include an decals for the Gold or Black frame. You should choose the colours and name of the parts of the engine in order. Most of the engine parts, the gears and the frame are painted silver.

When painting your model, remember to try and be as authentic as possible. 8 basic colours are recommended for your use. If you stick by these colours, you will have the real aura of the actual machine.

Beim Bemalen des Modelles soll man versuchen, so genau wie möglich zu sein. 8 Grundfarben werden benötigt, für eine "echte" Honda CB750F.

Have the following ready to hand : a flat brush for painting large areas, slender and pointed brushes for painting small parts, trays for mixing paints, sprays etc. After painting, remove paint from the brushes with thinner and wash them in water. Lacquer thinner is cheap and good for washing the brushes, but it must be handled with care because it melts plastic.

Flacher Pinsel für grosse flächen, dünner und spitzer Pinsel für kleine Teile. Nach Malen den Pinsel mit Verdünner reinigen, Verdünner aber nicht mit Plastik in Verbindung bringen, da sonst Plastik schmilzt.

Remove all dust dirt and adhesive smears before attempting any painting. Remember painting does not generally hide bad workmanship. As previously mentioned remove excessive cement or joints with a file, sharp knife or very fine emery cloth. Most parts are best painted after assembly, but

some inaccessible parts may be painted before removing from the sprue.

Soll man Staub und Leimreste entfernen. Auch eine gute Bemalung verdeckt nicht schlechte Bauarbeit. Unebenheiten mit Feile oder Klinge entfernen. Viele Teile lassen sich erst nach dem Zusammenbau bemalen, jedoch die kleinen Teile bemalt man am besten am Spritzling.

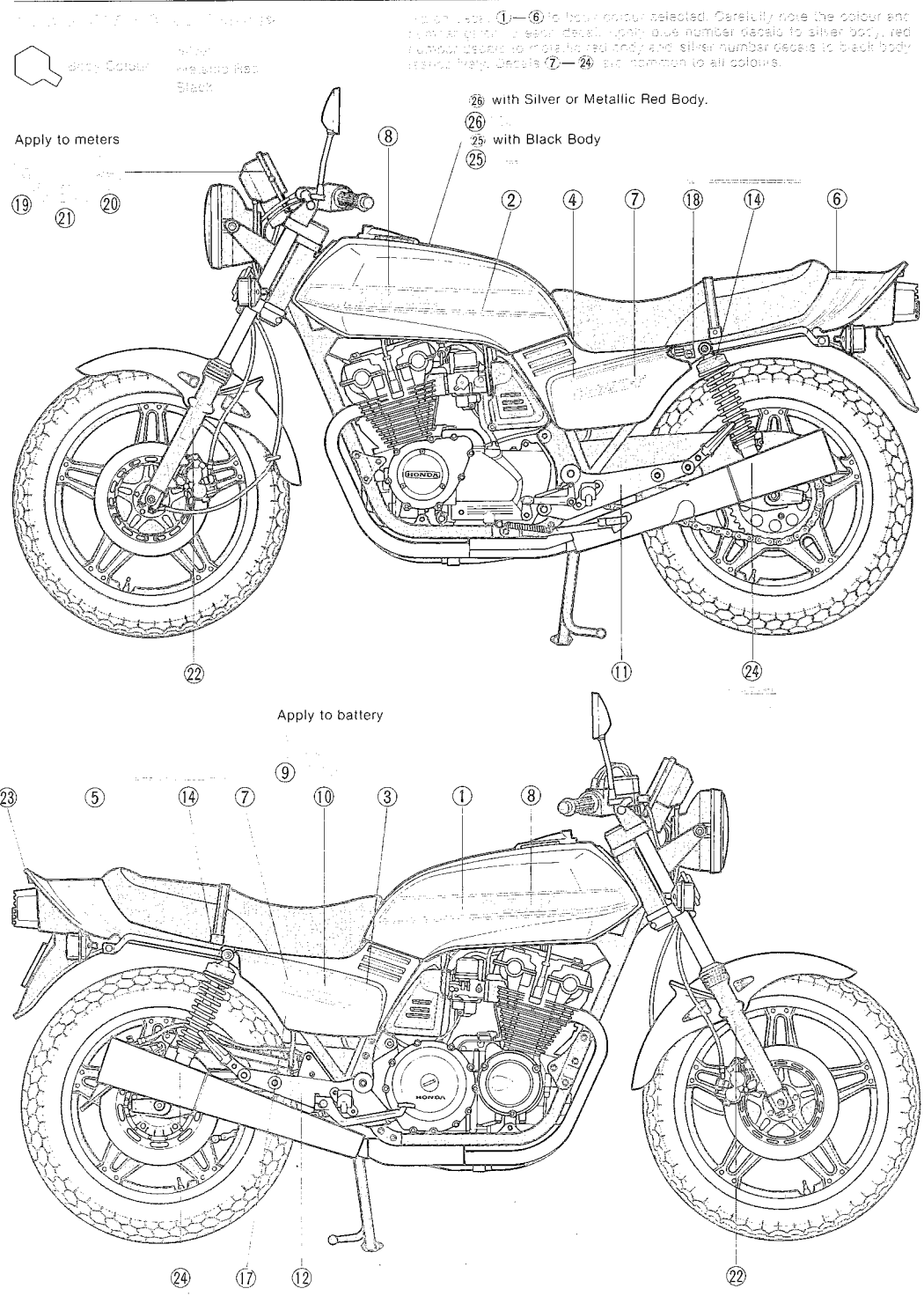
Firstly always spray indoors in windless and dust-free conditions. Spread newspaper under your work. Mix the paint well by shaking the can for three minutes and then test spray against some cardboard from about 20 cm, checking that the paint is properly mixed. When spraying the body, hold the can about 20 cm from the plastic, moving the can quickly always in the same direction and ensure every application. A good tip is to imagine you are spraying a large

surface, i.e. the surrounding newspaper, you will then probably achieve a more even finish.

Nur in Zug- und staubfreien Räumen spritzen. Teile auf ausgebreitete Zeitung stellen. Spraydose gut durchschütteln (3 Min) und durch Spritzen auf Karton prüfen, ob Farben gut gemischt ist. (20 cm Abstand). Das Modell in gleicher Richtung grossflächig besprühen. Keine Sprayfarben auf Nitrobasis sondern nur Sprayfarben für Polystyrol Plastik verwenden.

- 1. For body painting
- 2. For detail painting
- 3. Black (10)
- 4. White (10)
- 5. Red (10)
- 6. Chrome Silver
- 7. Gold
- 8. Flat Black (10)

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.



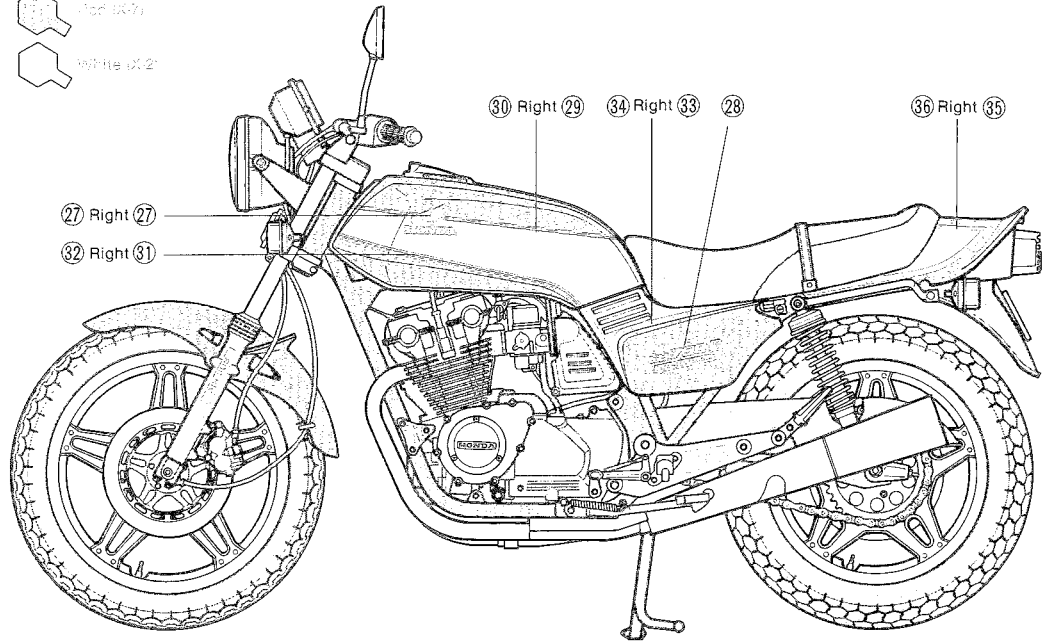
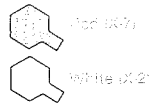
⑤ Wet the decal with a little water on your finger so that it can be moved more easily into position.
 ⑥ Press the decal down gently with a clean soft cloth to remove air bubbles and until all excess water has been fully absorbed. When a decal has to be applied to a surface which is uneven or curved, 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.

«Auf Deutsch»

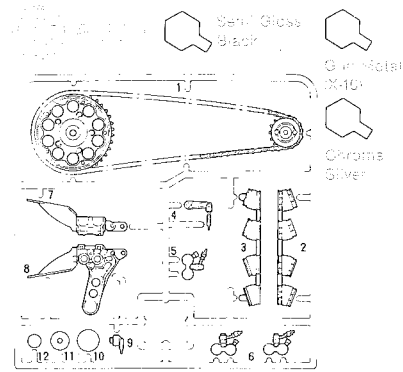
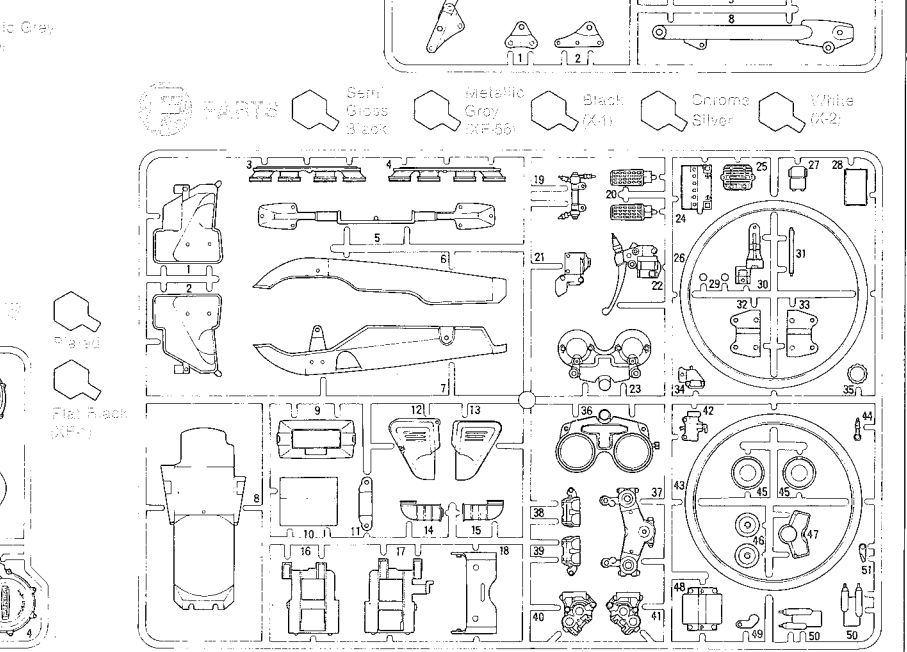
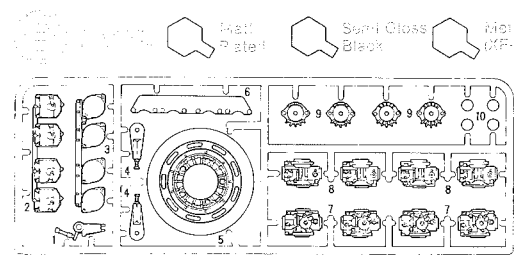
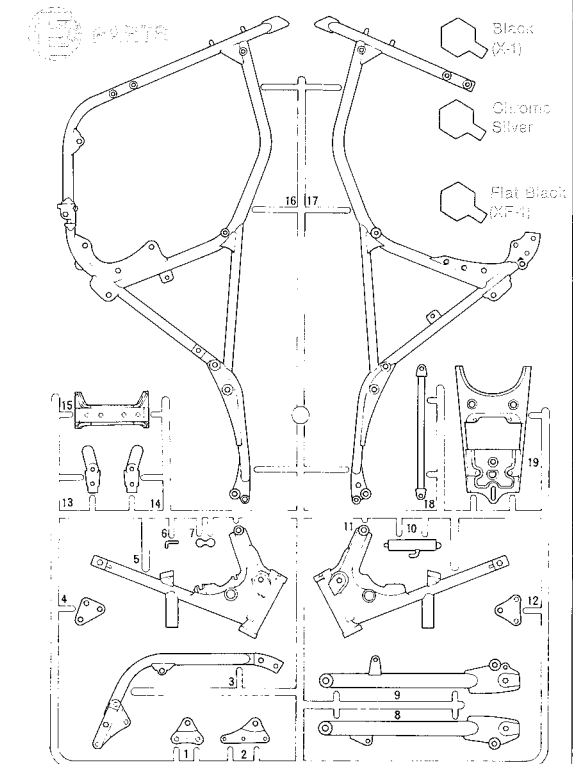
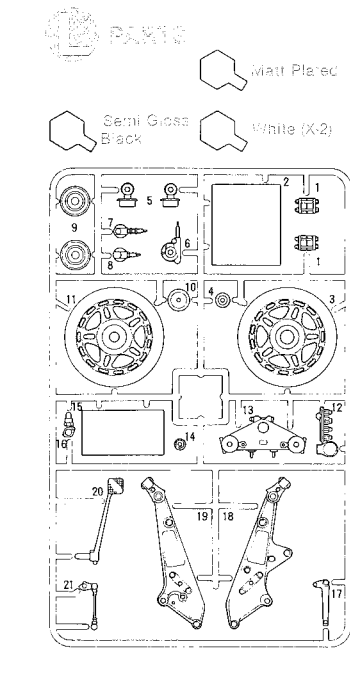
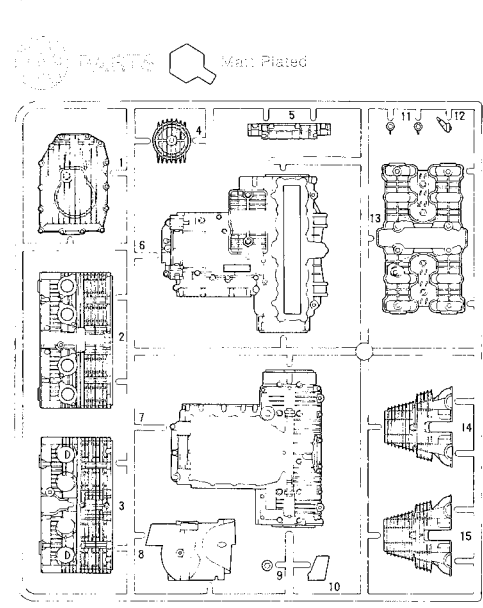
① Staub, Schmutz und Klebstoffreste mit nassem Tuch entfernen.
 ② Decals erst ausschneiden entlang den Linien.
 ③ Decals in Wasser legen, dann nach 10 Sekunden auf z.B. Handtuch legen und etwas abtrocknen lassen.
 ④ Decal an der Unterlage halten und Bild auf das Modell schieben.
 ⑤ Mit etwas Wasser auf dem Finger lässt sich das Decal noch etwas verschieben.
 ⑥ Decal mit etwas Stoff gut andrücken 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.

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MODELS SEMI-GLOSS (9-10) (24) EXCEPT AS SHOWN BELOW.



WHEELS



PARTS



Semi Gloss Black

White (X-2)

Black (X-1)

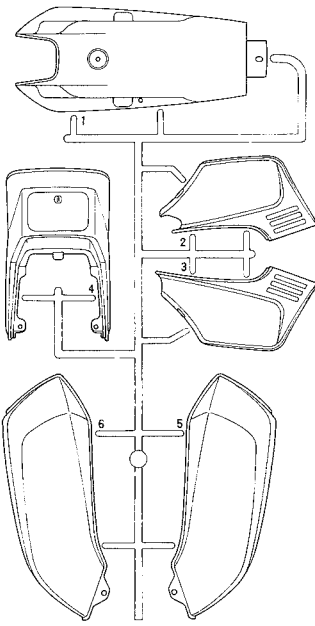


Plated

Semi Gloss Black

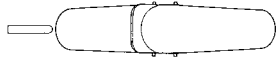


Body Colour



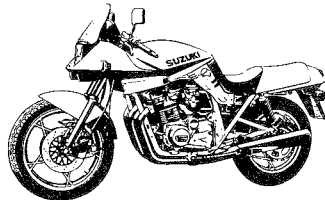
Front Fender

Body Colour

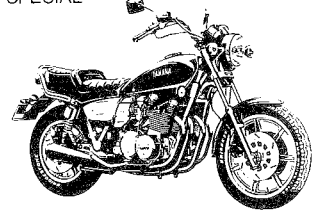


BUILD A COLLECTION OF TAMIYA PRECISION MOTORCYCLE MODELS

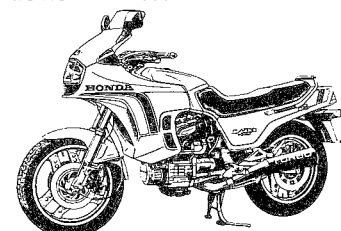
1/6 SUZUKI GSX1100S KATANA



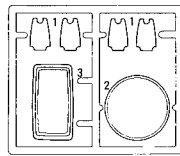
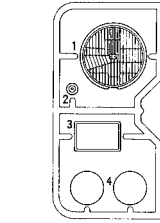
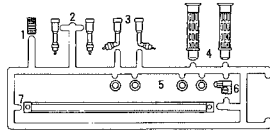
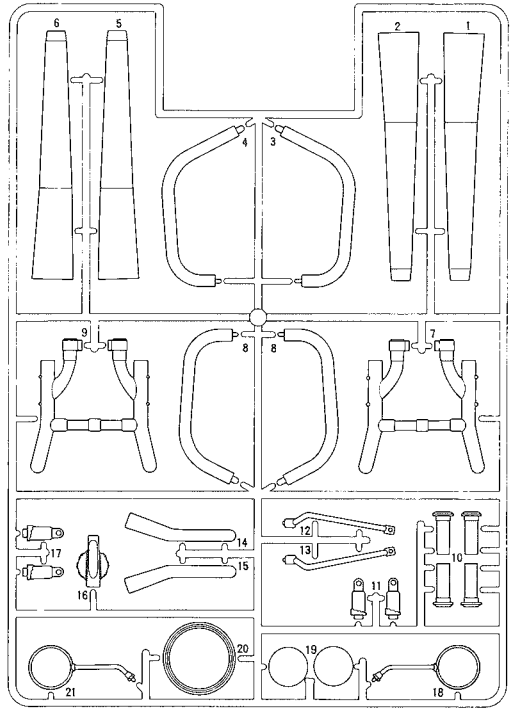
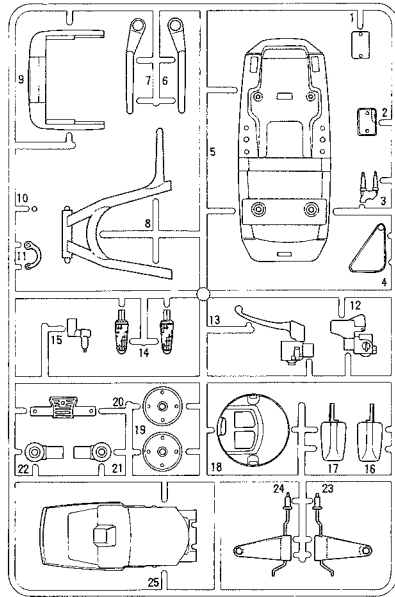
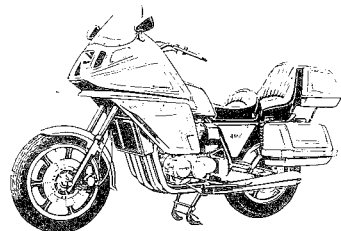
1/6 YAMAHA XS1100 LG MIDNIGHT SPECIAL



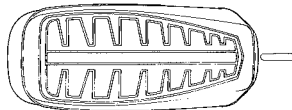
1/6 HONDA CX500 TURBO



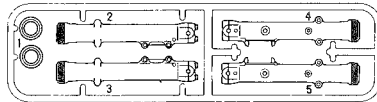
1/6 KAWASAKI KZ1300-B TOURING



Saddle



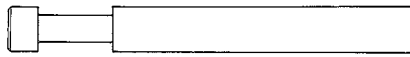
Semi Gloss Black



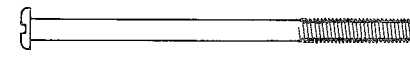
Front Tyre
Rear Tyre

Thin Vinyl Tubing
Thick Vinyl Tubing

Red Parts

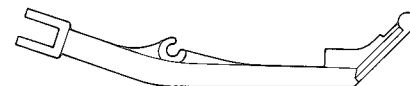
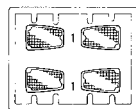


Front Fork Shaft

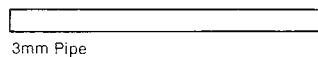


3mm x 51 Screw (Black)

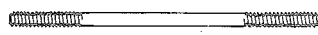
Yellow Parts



Side Stand



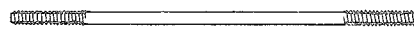
3mm Pipe



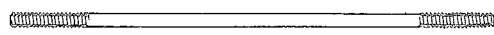
2mm x 41 Threaded Shaft



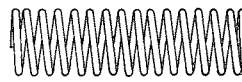
2mm x 48 Threaded Shaft



2mm x 54 Threaded Shaft



2mm x 64 Threaded Shaft



Coil Spring

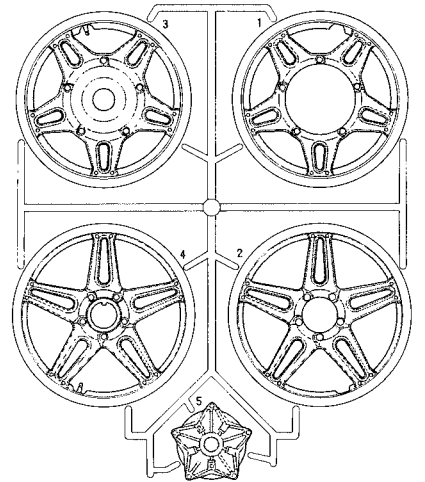


6mm Pipe



Semi Gloss Black

Chrome Silver



<<Screw Bag>>



2mm x 15 Screw



2mm x 8 Screw



2mm x 6 Screw

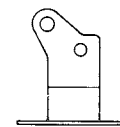


2mm x 4 Screw

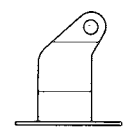


2mm Nut

<<Metal Bag>>



Saddle Bracket A



Saddle Bracket B



Coil Spring (small)



Spring



2mm x 28 Screw



TAMIYA
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