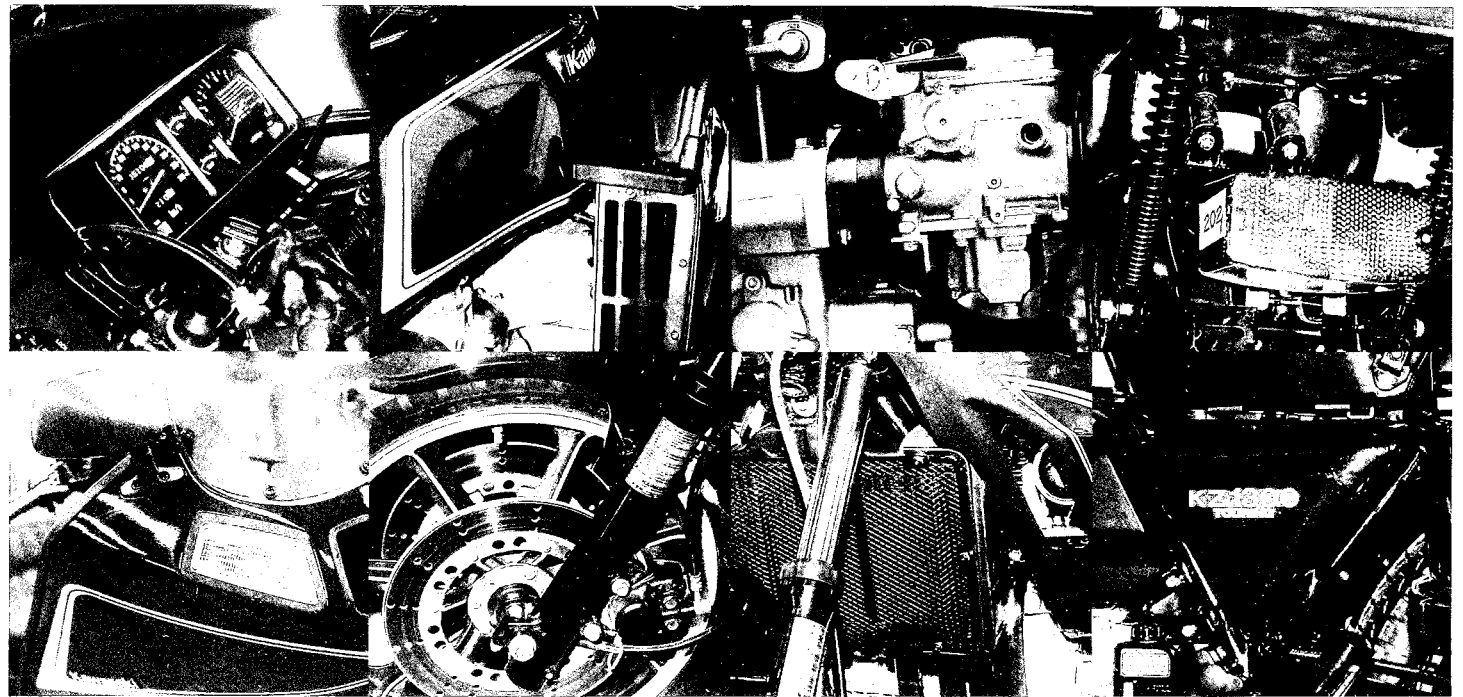
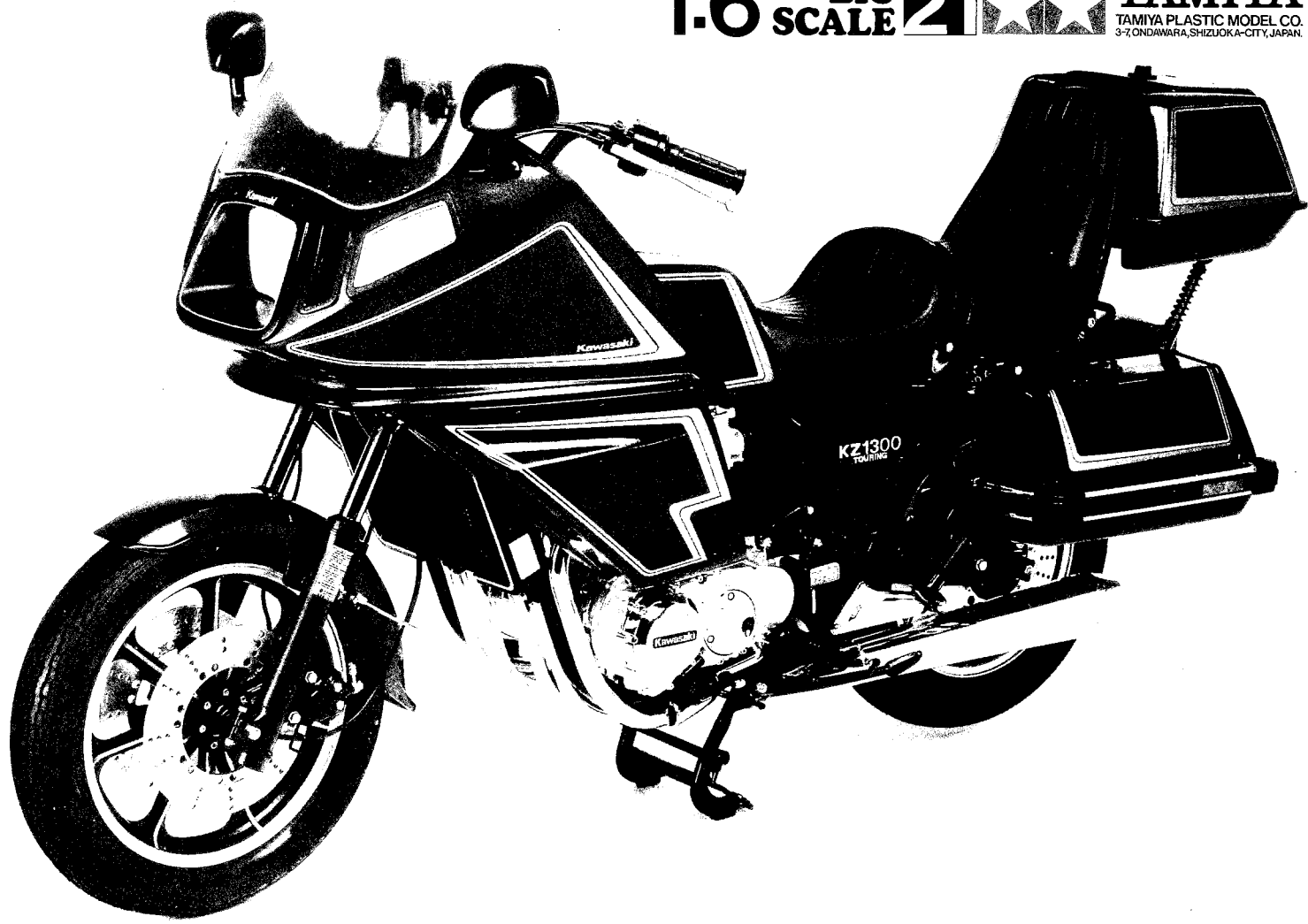
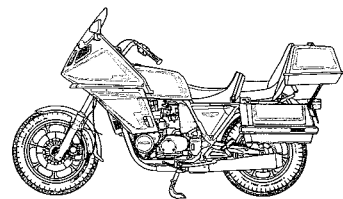


Kawasaki KZ1300B TOURING

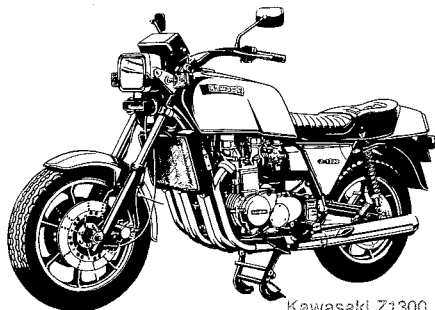
1:6 **BIG 21** SCALE  **TAMIYA**
TAMIYA PLASTIC MODEL CO.
9-7, ONDANARA, SHIZUOKA-CITY, JAPAN.



Kawasaki KZ1300-B TOURING



The Kawasaki Heavy Industries of Japan, first ventured into the big motorcycle field in 1966 with their release of the 650 cc 4 cycle W-1, but they came into prominence with the Kawasaki 500SS Mach III. This was a three cylinder two cycle machine with a top speed of 200km/h and captured the fancy of bike fans around the world, establishing the maker as a very viable producer of high performance machines. About the time of Honda's release of the GL1000 Gold Wing, Kawasaki was thinking about an even larger project code named 203. It is reported that Kawasaki originally called for a 1200 cc displacement, six cylinder engine, but when the Honda CBX1000 and Harley Classic with 1340 cc became known, they altered plans and drew up a six cylinder



Kawasaki Z1300

1300 cc engine for their code 203. As the entire motorcycle industry was moving quickly with new features and powers, and as the state of the art improved, Kawasaki continually added and upgraded the development of the Z1300, until at the time of its release, it contained virtually every new feature available. With more than five years in development, the Z1300 was released as the top of the Kawasaki line. The magic of this machine was in its handling, and it astonished many reviewers who had been ready to expect some difficulties in such a large bike. The bike retains the distinctly Kawasaki heritage and sophistication shows up in all its features. The engine has a silent cam chain with an automatic tensioner. Full transistorized ignition system and halogen headlamp. New sintered metal brake pads worked equally well wet or dry and the drilled stainless steel brake discs are silent. The Z1300 engine will match the design and engineering sophistication of some of the finest cars in the world. The engine is exceptionally efficient, Producing over 92 hp per litre. Many 1 litre cars fail to produce even half this much power. Water-cooling was chosen because the double jacketing can be made more compact than adequate finning would require. Cooling efficiency is much higher and more even, and the extra layers around the cylinders muffle the combustion noise so that the engine is usually inaudible at cruising speeds. Six cylinders eliminate the vibration of lesser engines, so unparalleled smoothness is obtained. As you might well imagine, this Z1300 Touring bike is large, powerful and expensive. The sheer weight, power and expense will make possible its ownership by only a few. The KZ1300 Touring bike

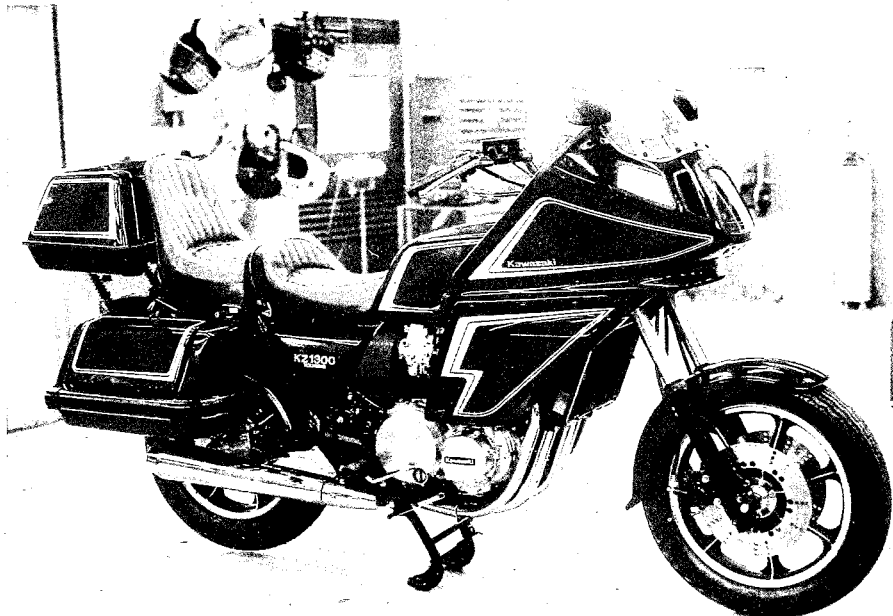
was added to their line in 1980, and has as standard features, the large full cowl and side saddle bags plus the large tail bag. The Cowl protects the rider and passenger from excess wind pressure at high speeds on the open highways found in the USA. Kawasaki even coil damps the tail bag so it will not have any effect on cornering, and the side bags are supported by specially designed stays. This bike weighs in at 335 kgs, including all equipment. Its six cylinder, four stroke, watercooled engine has a cubic displacement of 1,286 cc, and utilizes an electric starter, and a wet sump forced lubrication system that is the equal of any high performance car on the market. It has a maximum horsepower of 120 at 8000 RPM. Its 5 speed, constant mesh, return shift transmission has a final reduction ratio of 4.545 to 1, which provides a top speed of 225 kph. This big bike will move from a standing start to 1/4 mile in 11.7 seconds. Its frame is of the double cradle type, constructed from tubular steel. Front suspension is with the usual oil filled telescopic fork, and rear is swing arm type. The KZ1300B utilizes a 12 volt electrical system with current supplied from a 20 ah wet cell battery. The few who will own this magnificent machine have a motorcycle unsurpassed in quality and most importantly road handling.

Die Kawasaki Schwer Industrie stieg 1966 mit der 650 cc 4 Zylinder W-1 Maschine in das grosse Motorradgeschäft ein. bekannt aber wurden sie mit der 500SS Mach III. Dies war eine Maschine mit einem 3 Zylinder 2 Taktmotor und Höchstgeschwindigkeit von 200 km in der Stunde. Als Honda seine GL1000 Gold Wind auf den Markt brachte, dachte Kawasaki an ein grösseres Projekt, genannt 203. Man dachte an 1200 cc, 6 Zylinder Motor, aber als bekannt wurde, dass Honda eine CBX1000 und Harley Davidson die Classic mit 1340 cc bringen, änderte Kawasaki seine Pläne um und das Projekt 203 sollte nunmehr mit 6 Zylindern und 1300 cc Verdrängung gebaut werden. Mit mehr als 5

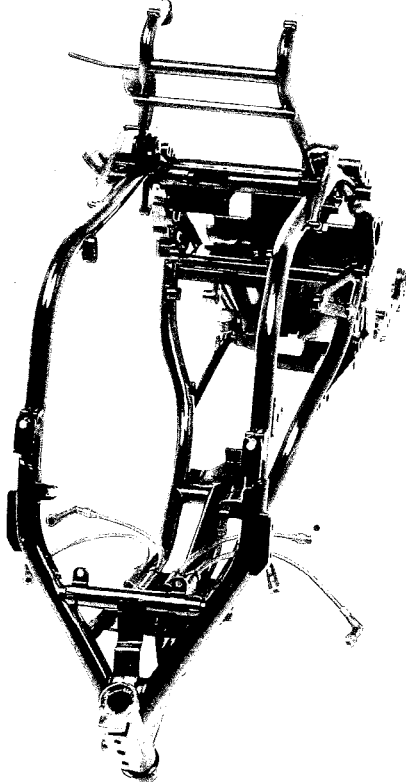
Jahren Entwicklung wurde die Kawasaki Z1300 das Topmodell von Kawasaki. Der Motor hat einen ruhigen Kettenantrieb mit automatischen Spanner, volles Transistor Zündsystem und Halogen Scheinwerfer. Gesinterte Bremsbacken arbeiten gleich gut, ob bei nass oder trockenem Wetter, die gezogenen Stainless Bremsscheiben sind aussergewöhnlich leise. Der Motor mit Wasserkühlung bringt 92 PS pro Liter, ist ausserdem besonders leise. Das Z1300B Touring Motorrad ist gross, motorstark und teuer und nur können es sich leisten, diese Maschine zu erwerben. Die Z1300B Touring wurde 1980 in die Serie aufgenommen, hat als Standardausführung die grosse Verkleidung, Sattelseitentaschen und die grosse Hecktasche. Die Verkleidung schützt den Fahrer und Beifahrer vor extremen Winden bei hoher Geschwindigkeit. Die Hecktasche ist feder gelagert und die Seitentaschen haben extra entwickelte Halterungen. Das Motorrad wiegt alles in allem 335 Kilo. Der Motor mit 6 Zylindern, Viertakt, wassergekühlt hat 1286 cc mit Elektro Starter und hat nasse Sumpfschmierung. Maximale 120 PS bei 8000 RPM. 5 - Ganggetriebe mit Übersetzung 4,545 : 1 bringt 225 km/Stde. Diese grosse Maschine kommt bei stehendem Start in 11,7 Sekunden auf 1/4 Meile. Der Rahmen ist doppelt versteift aus Röhrenstahl. Die Vorderradaufhängung hat die normale ölgefüllte Teleskopgabel und hinten, den Swingarm. Die KZ1300B hat 12 Volt Anlage mit 20 ah Batterie. Die Wenigen, die diese Maschine besitzen, haben ein Motorrad, welches unübertroffen in Qualität ist und eine hervorragende Strassenlage gewährleistet.

<Kawasaki KZ1300B Specifications>

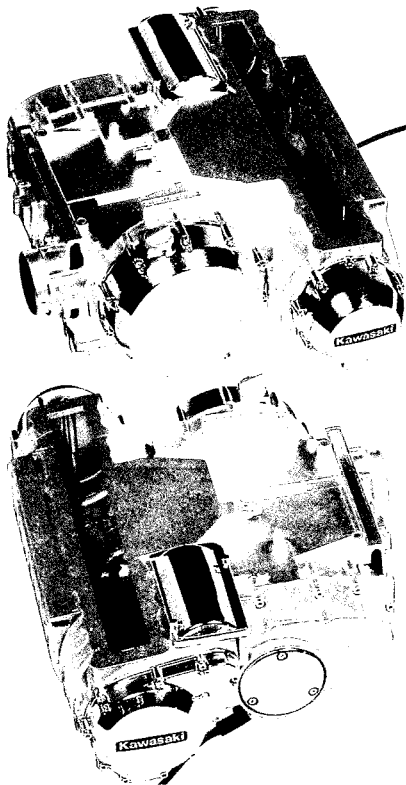
Overall length:	2510mm,
Wheelbase:	1580mm
Engine:	4 stroke, 6 cylinder, water-cooled, DOHC 1286cc
Maximum horsepower:	120hp/8000rpm
Maximum torque:	11.8kg-m/6500rpm
Clutch:	Wet, multi-disc
Transmission:	5-speed, constant mesh, return shift
Fuel tank capacity:	27 litres



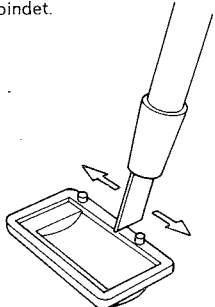
3 <<Main Frame>>
<<Rahmen>>



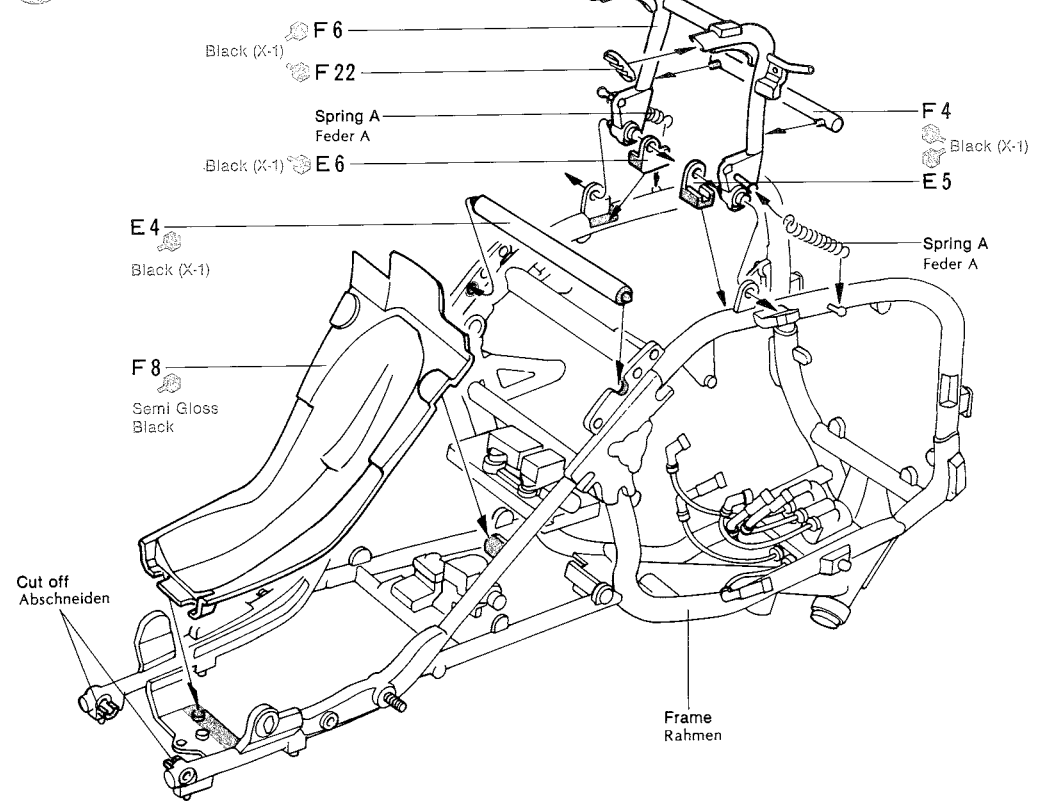
4 <<Crankcase>>
<<Kurbelgehäuse>>



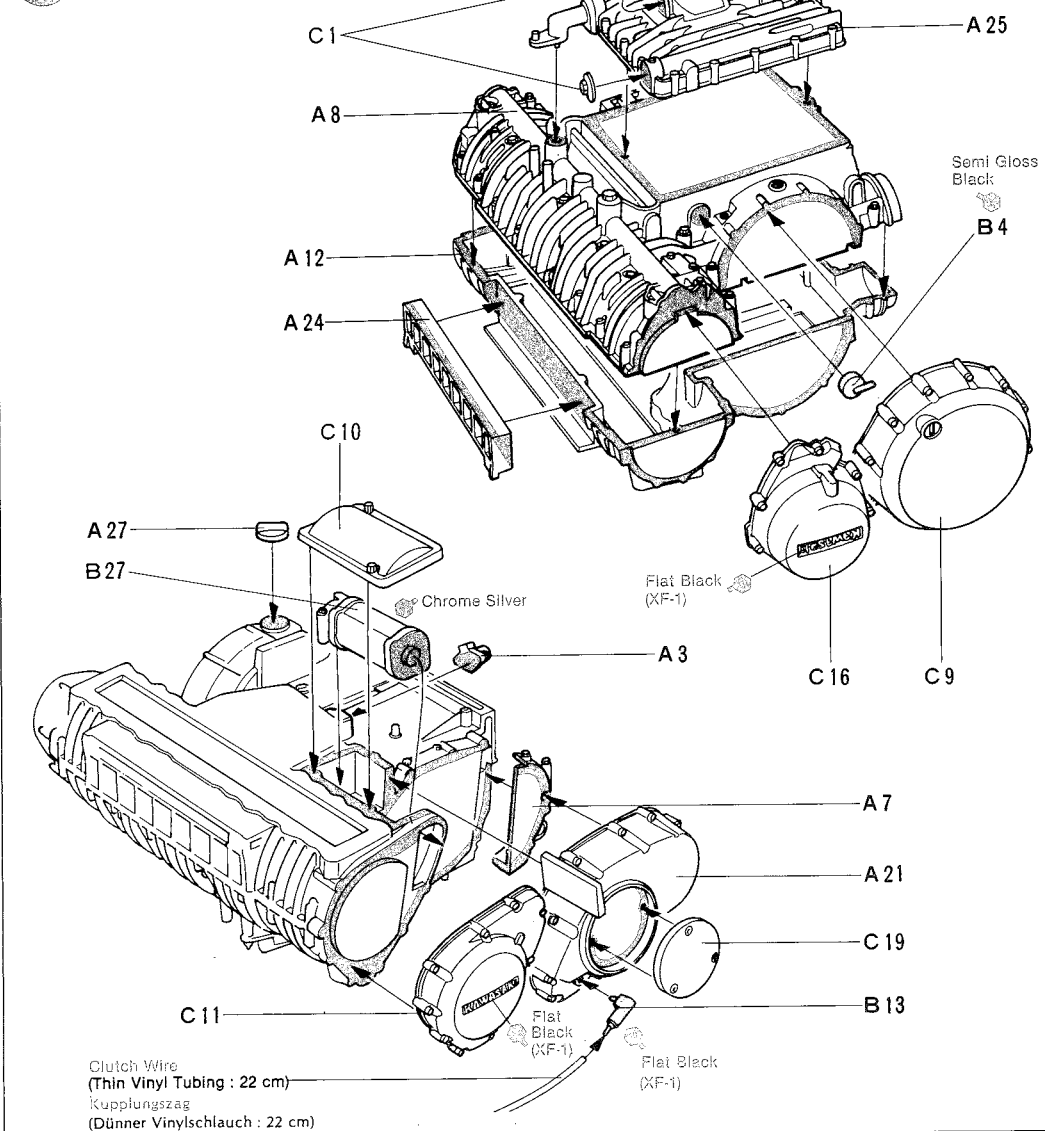
<<Cementing Plated Parts>>
Before cementing plated parts, remove plating with a knife etc. from the surface to which cement is applied.
Chrometeile: vor dem Kleben muss an den Klebestellen die Chromschicht abgeschabt werden, da sonst Klebstoff nicht bindet.



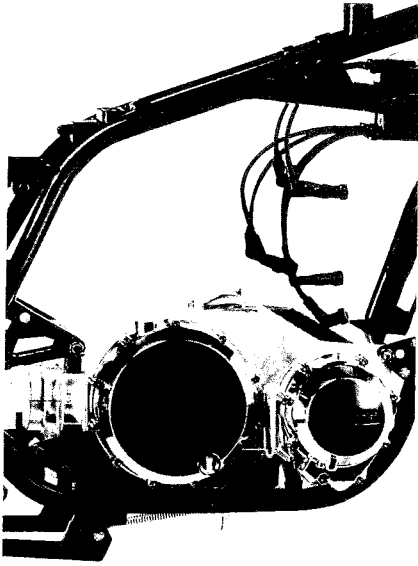
3 Attaching Main Stand
Einbau des Ständers



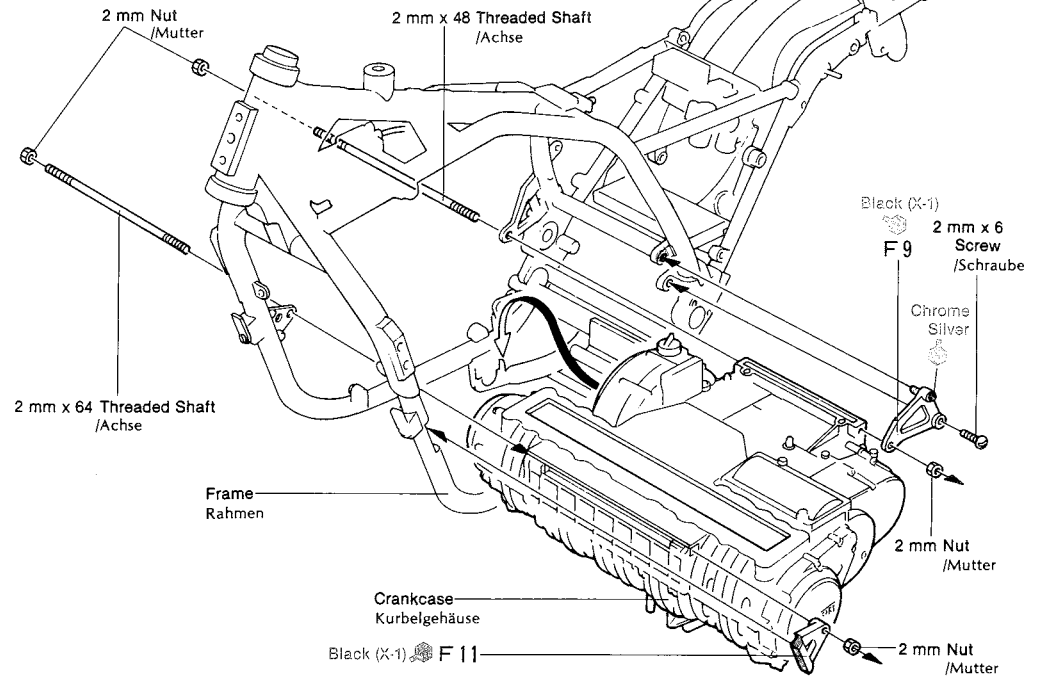
4 Assembly of Crankcase
Montage des Kurbelgehäuse



5 <Attached Crankcase>
<Kurbelgehäuse in Rahmen>

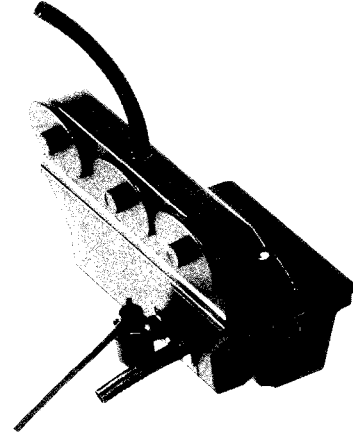


5 Placing Crankcase into Frame
Einbau Kurbelgehäuse in Rahmen



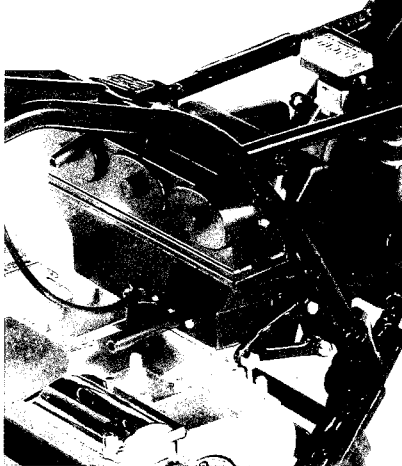
6 <Air Cleaner>
<Luftfilter>

<Front>
<Vorder>

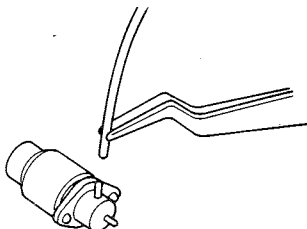


<Rear>
<Hinter>

7 <Attached Air Cleaner>
<Eingebauter Luftfilter>



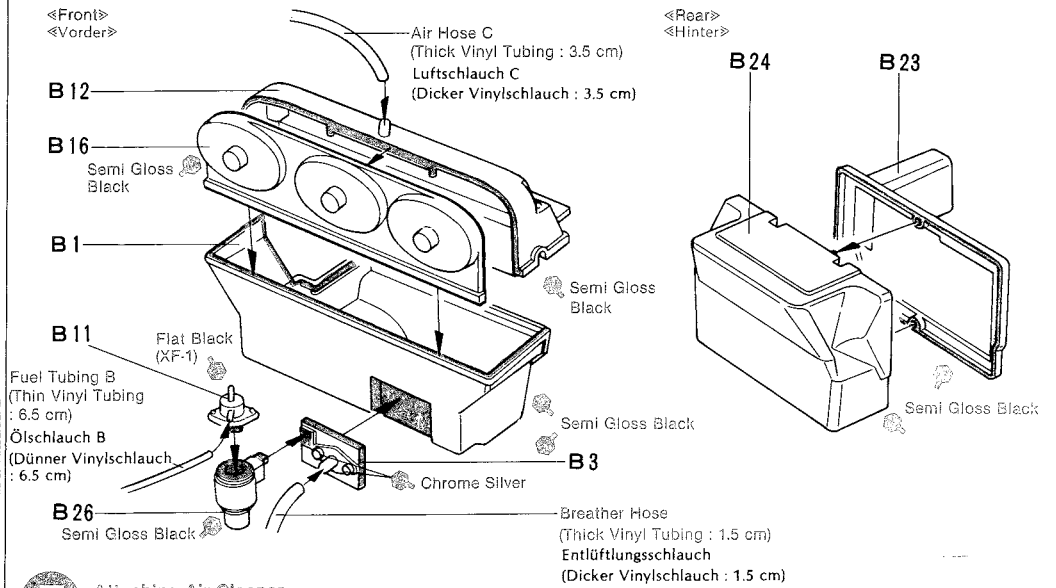
<Attaching Vinyl Tubing>
Hold tubing with tweezers when attaching it.
Vinylschlauch hält man mit Pinzette fest.



6 Assembly of Air Cleaner
Luftfilter

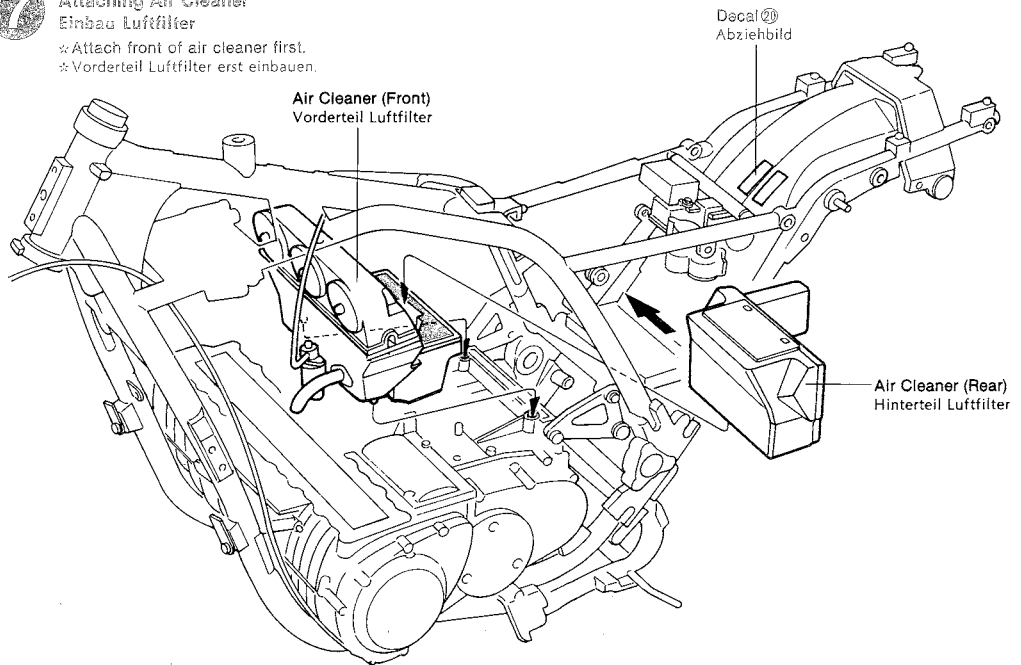
<Front>
<Vorder>

<Rear>
<Hinter>

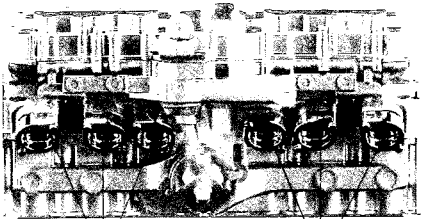


7 Attaching Air Cleaner
Einbau Luftfilter

* Attach front of air cleaner first.
* Vorderteil Luftfilter erst einbauen.

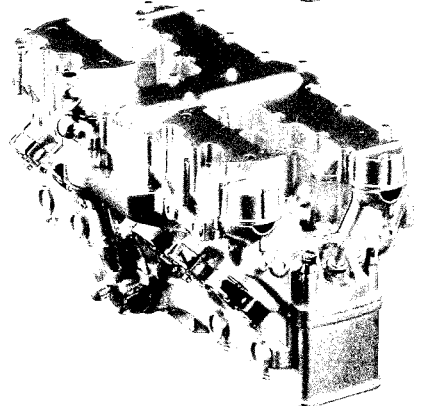
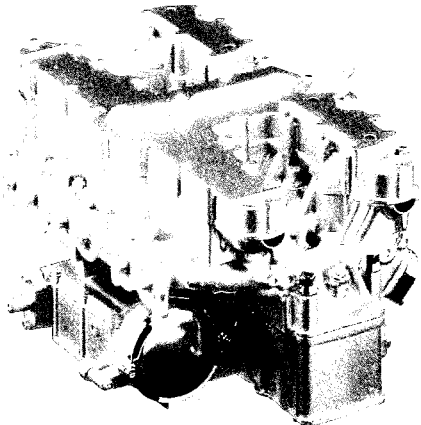


8 <Assembled Cylinders>
<Zusammengebauter Zylinderkopf>

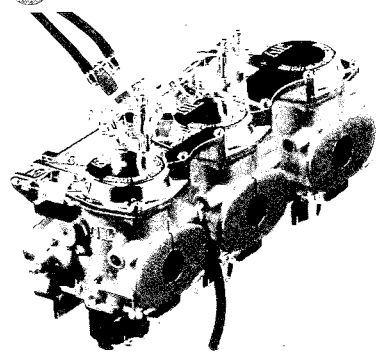


Note placement direction. Auf Richtung achten. Note placement direction. Auf Richtung achten.

9 <Attached Cylinder Head Cover>
<Eingebauter Zylinderkopfdeckel>

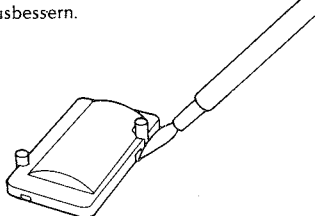


10 <Assembled Carburettor>
<Vergaser Montage>

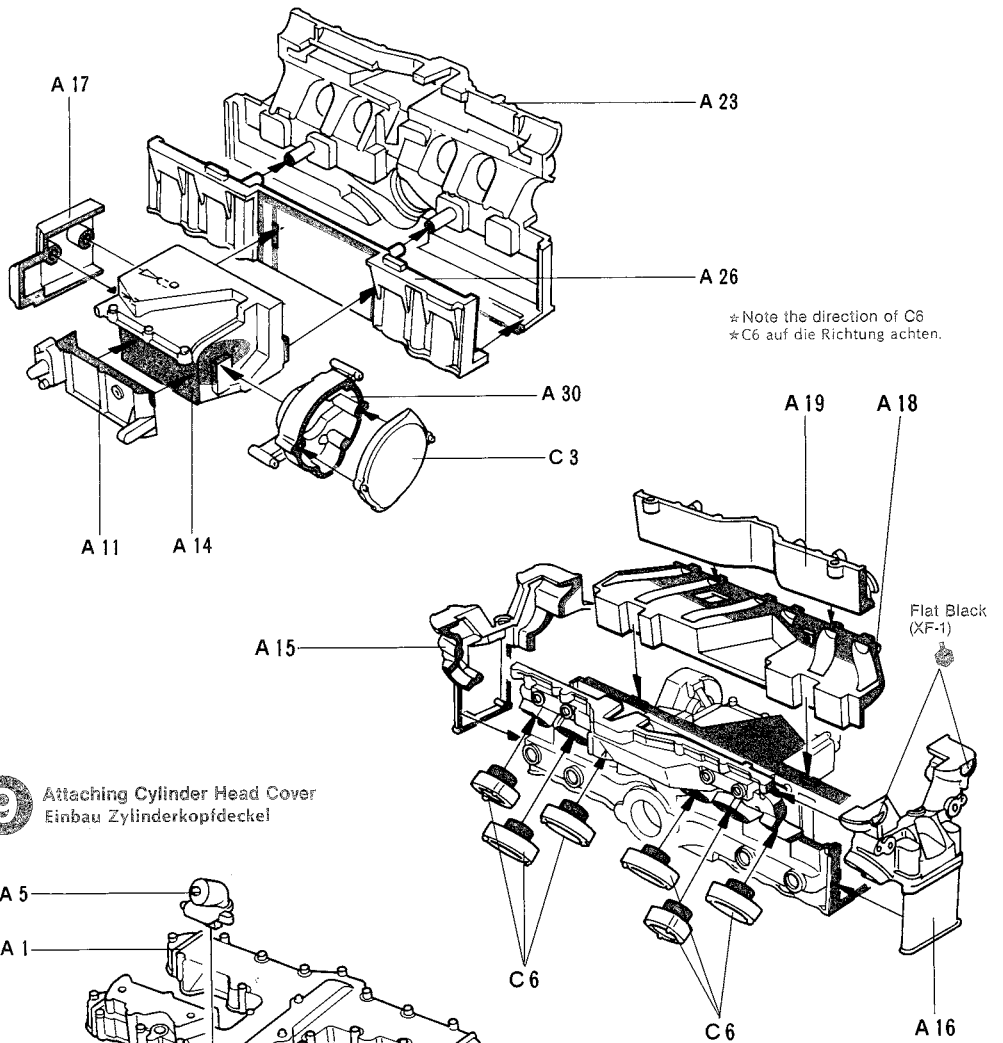


PAINTING

<Repairing Worn-off Plating>
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.

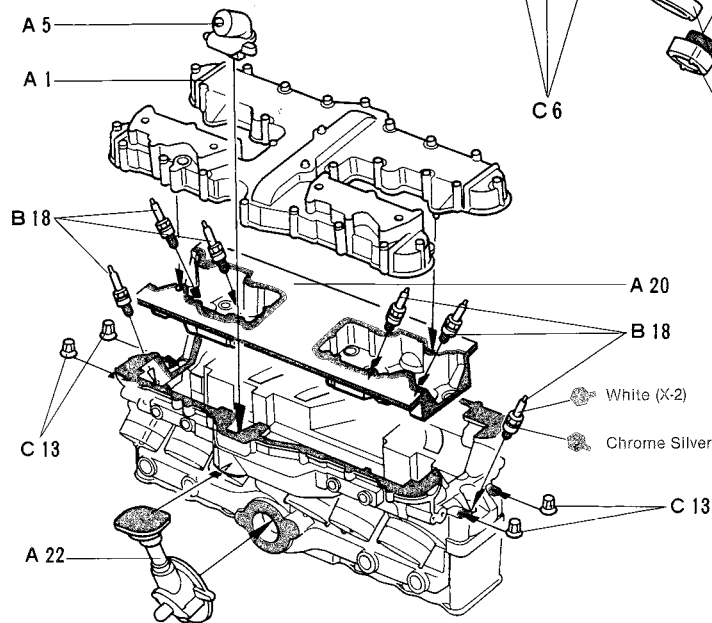


8 Assembly of Cylinders
Zylinder Montage



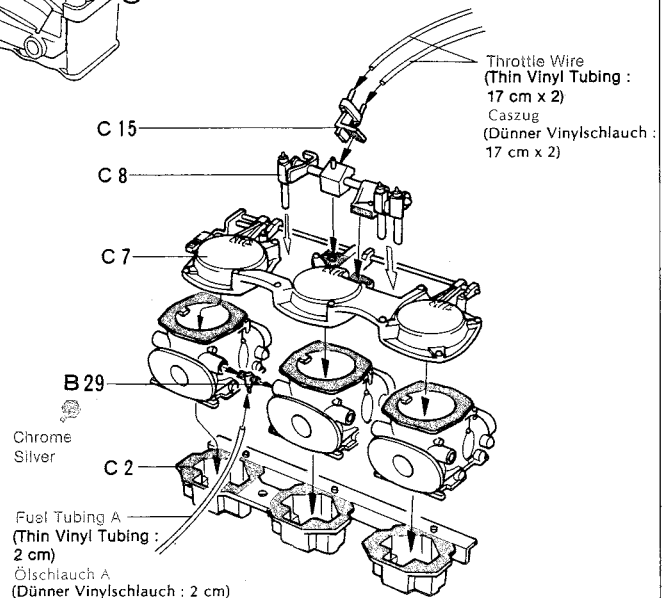
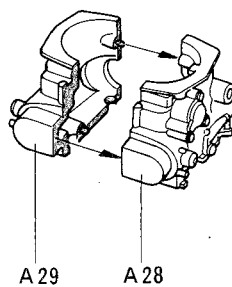
* Note the direction of C 6
* C 6 auf die Richtung achten.

9 Attaching Cylinder Head Cover
Einbau Zylinderkopfdeckel

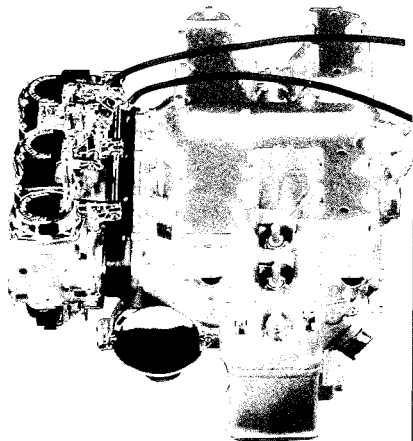


10 Assembly of Carburettor
Vergaser Montage

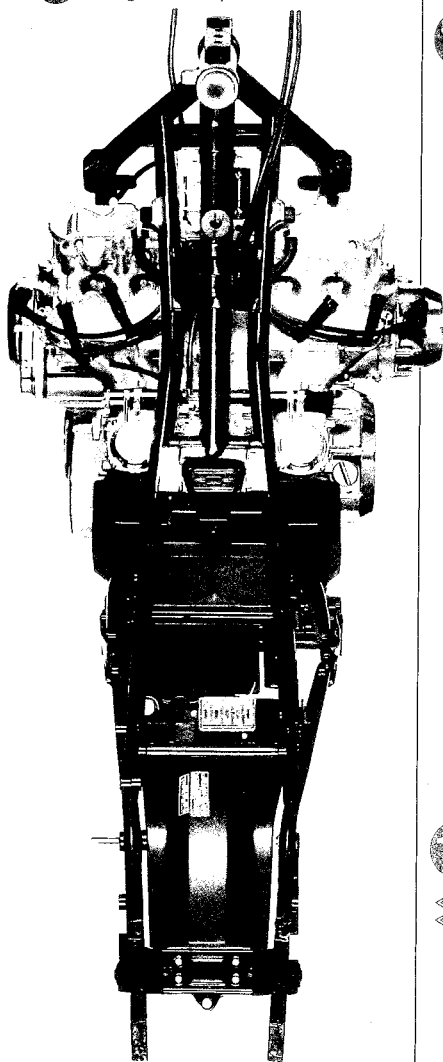
<Make 3 sets>
<3 Satz machen>



11 <Completed Cylinders>
<Kompletter Zylinder>



13 <Mounted Cylinders>
<Eingebauter Zylinder>

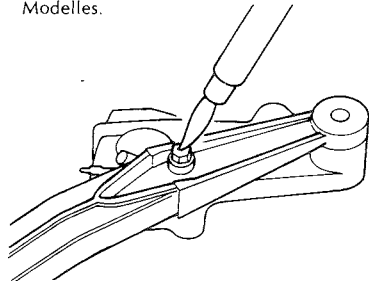


PAINTING

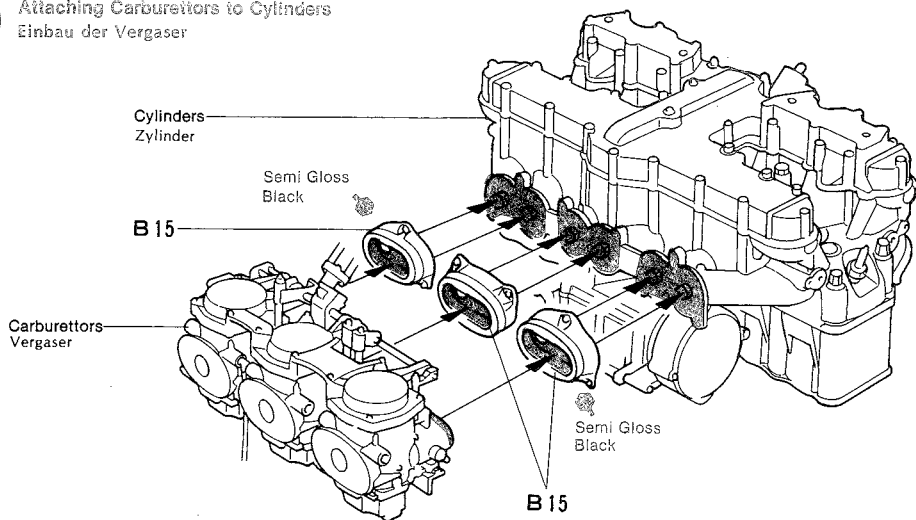
<Painting of Bolts>

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

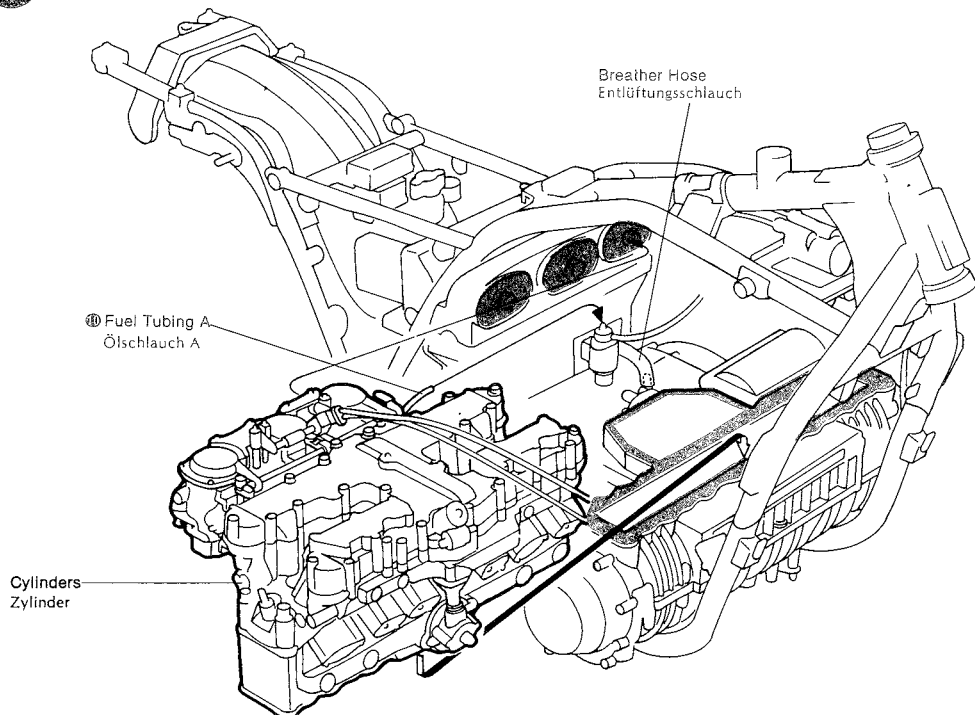
Alle Bolzen im Rahmen und Motor mit chromesorgfältig bemalen. Sie erreichen dadurch ein besseres Aussehen des Modelles.



11 Attaching Carburetors to Cylinders
Einbau der Vergaser

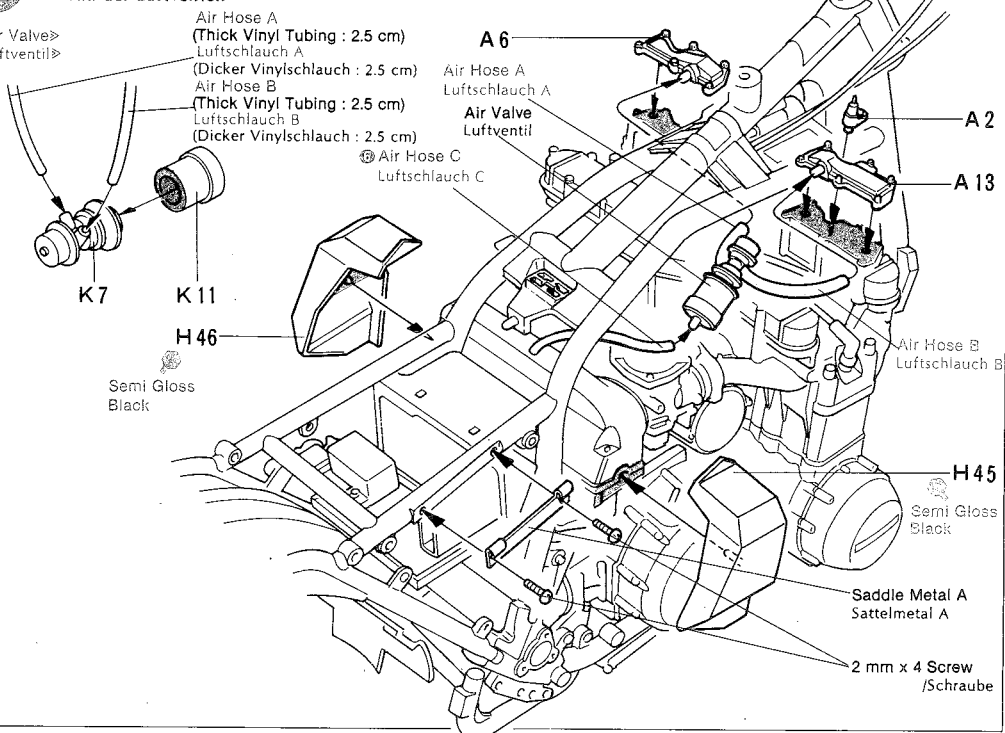


12 Mounting Cylinders
Einbau Zylinder



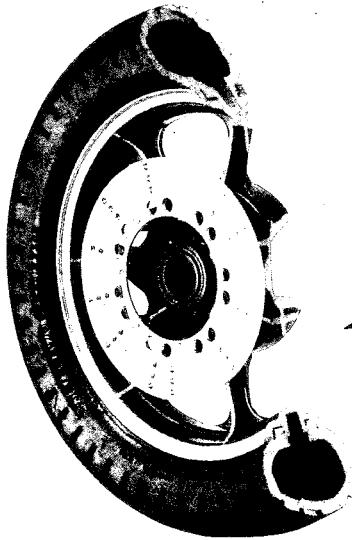
13 Mounting Air Valve
Einbau der Luftventil

<Air Valve>
<Luftventil>



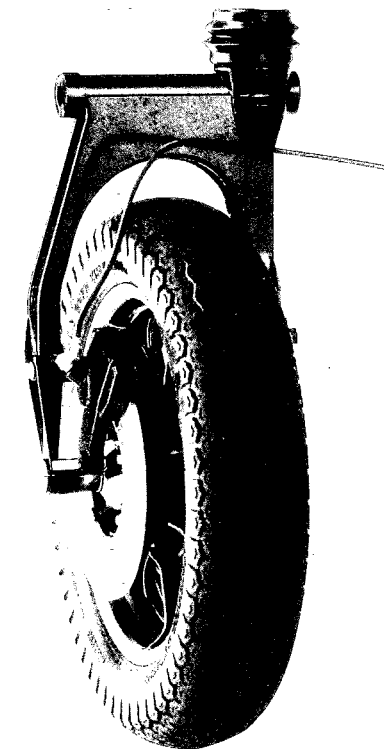
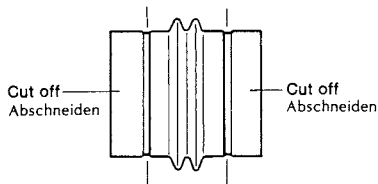
14 <Cut Away Rear Wheel>
<Rad-Reifen Querschnitt>

★ Fit tyre to wheel groove as shown.



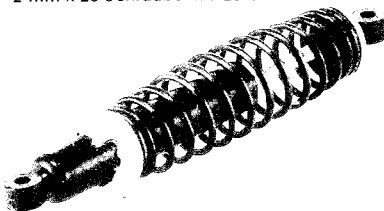
15 <Universal Boot>
<Gummimanschette>

Cut universal boot as shown below.
Gummimanschette wie gezeigt schneiden.



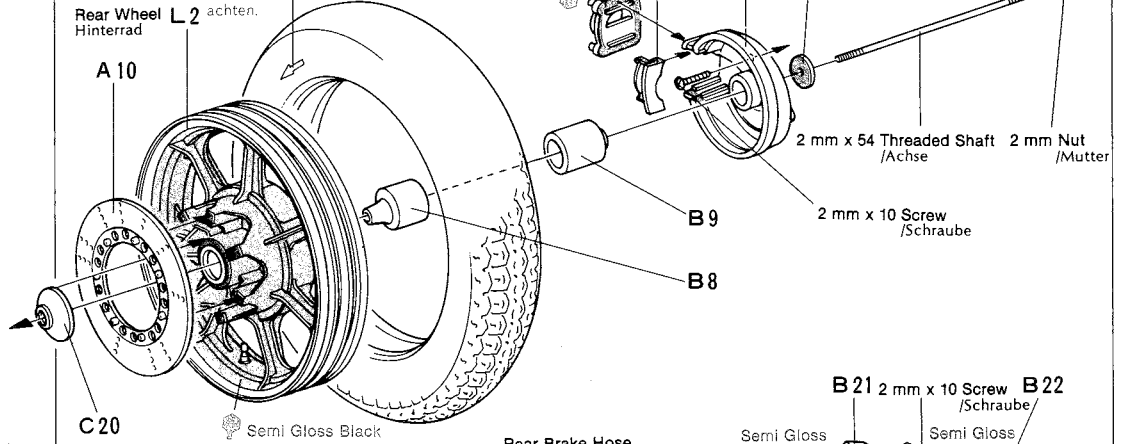
16 <Completed Rear Shock Absorber>
<Hintere Stossdämpfer>

Tighten 2 mm x 28 screw to H25, then cement H23 and H24.
2 mm x-28 Schraube in H25 einschrauben.



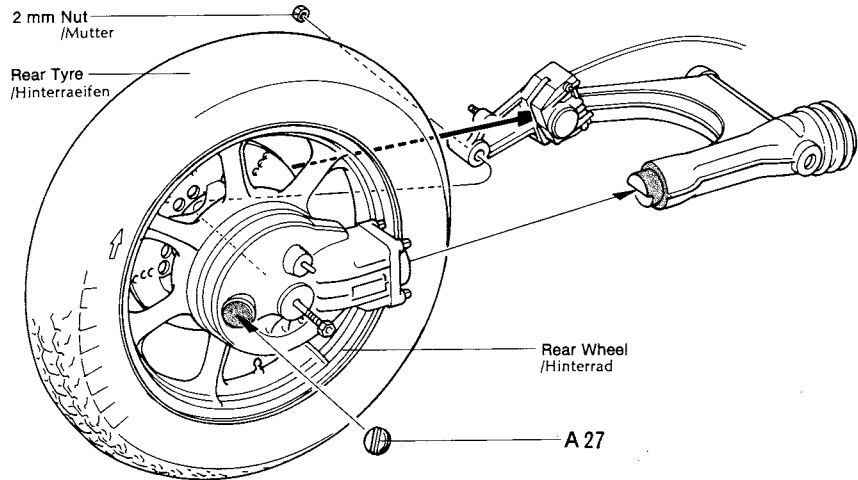
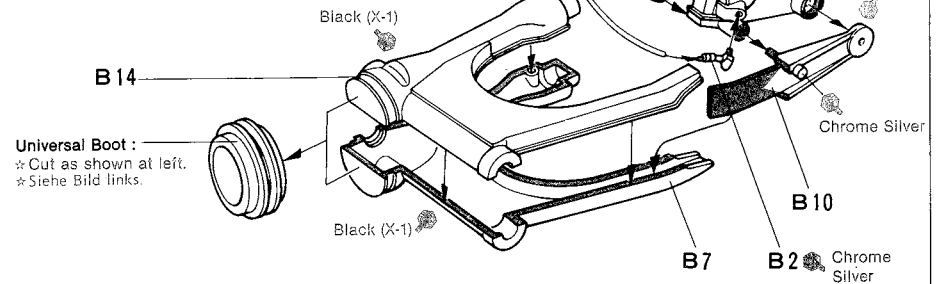
14 Assembly of Rear Wheel
Hinterrad Montage

Rear Tyre
Hinterrreifen
★ Note direction of rotation.
★ Auf die Pfeilrichtung an den Reifen achten.



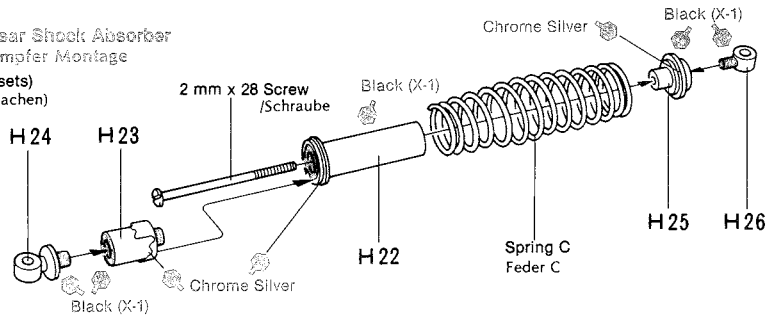
15 Assembly of Rear Swing Arm
Zusammenbau hintere Gabel

Rear Brake Hose
(Thin Vinyl Tubing : 9.5 cm)
Hinterer Bremschlauch
(Dünnere Vinylschlauch : 9.5 cm)



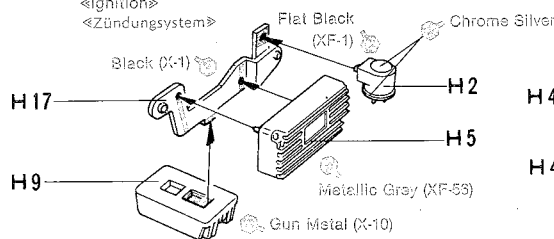
16 Assembly of Rear Shock Absorber
Hintere Stossdämpfer Montage

(Make 2 sets)
(2 Satz machen)

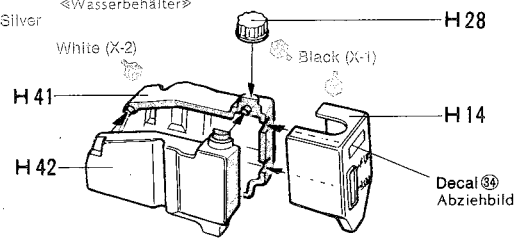


17 Ignition System & Water Reservoir
Zündung und Wasserbehälter

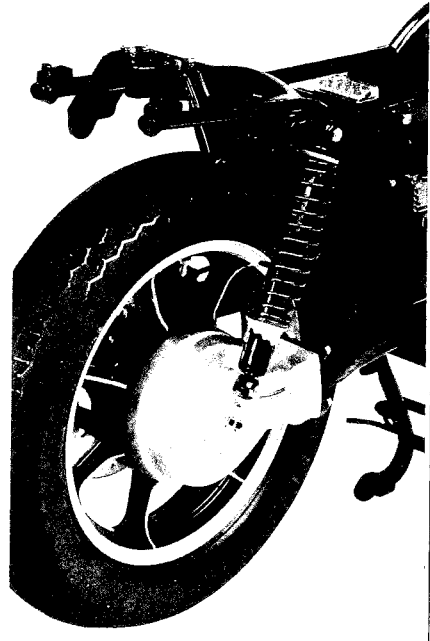
<Ignition>
<Zündungssystem>



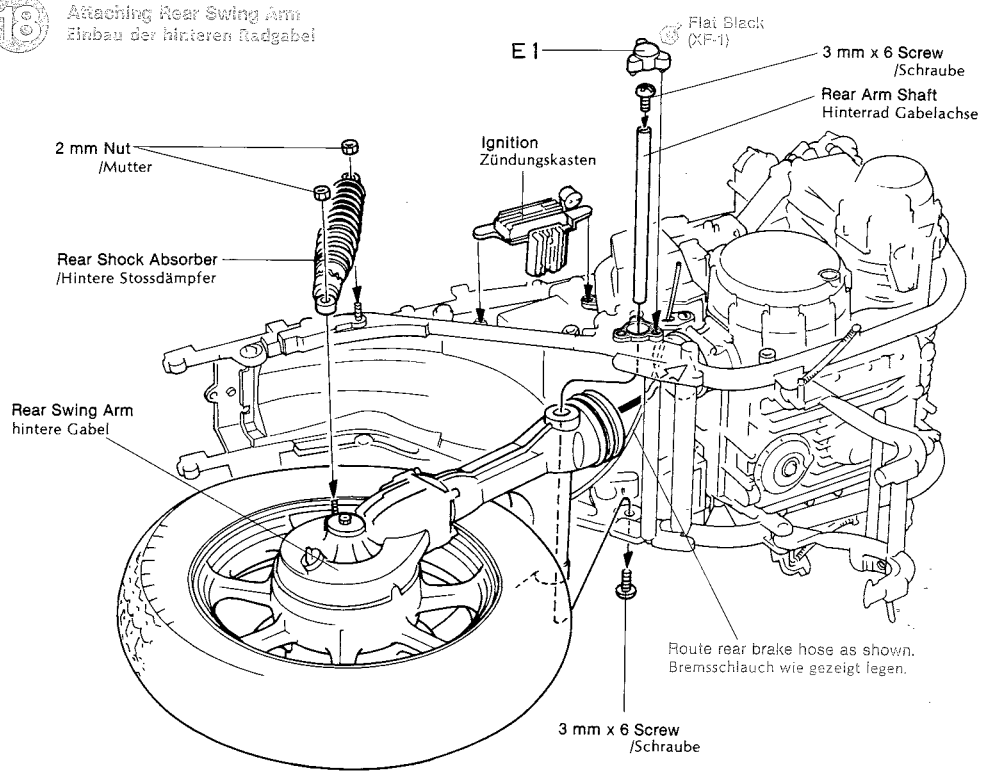
<Water Reservoir>
<Wasserbehälter>



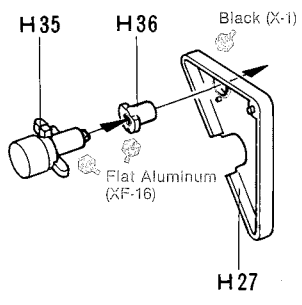
18 <Attached Rear Wheel>
<Eingebautes Hinterrad>



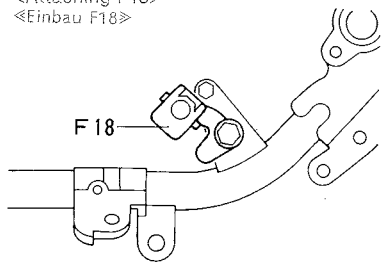
18 Attaching Rear Swing Arm
Einbau der hinteren Radgabel



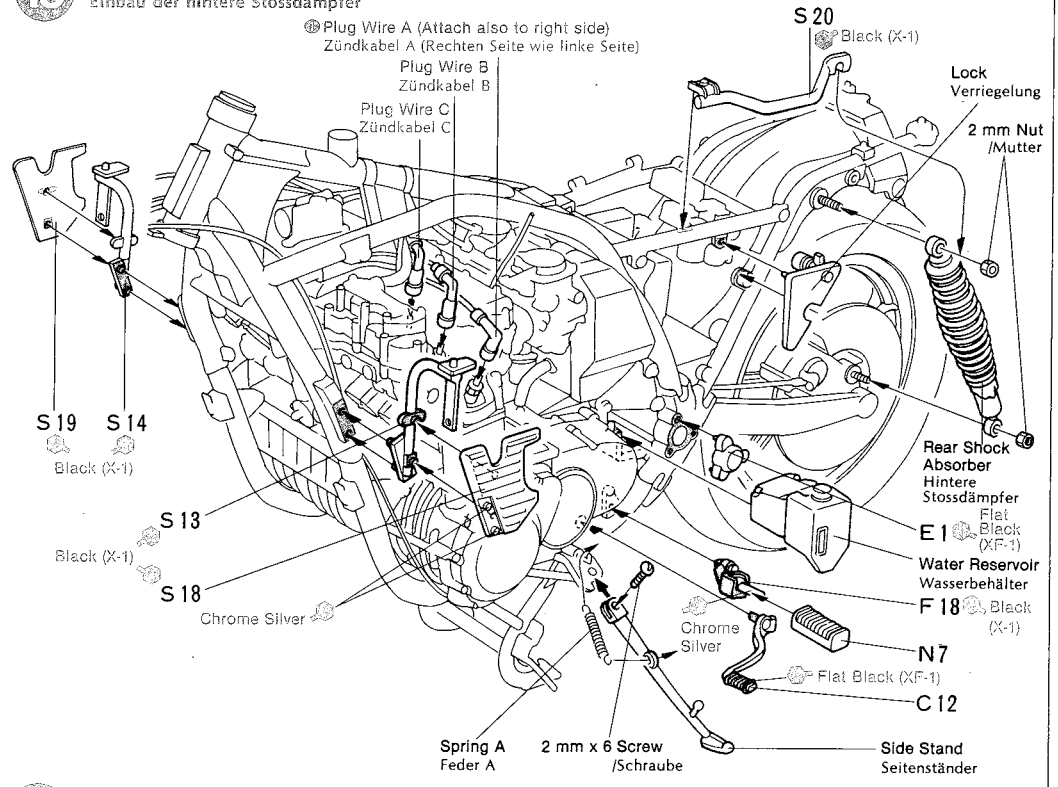
19 <Lock Assembly>
<Verriegelung>



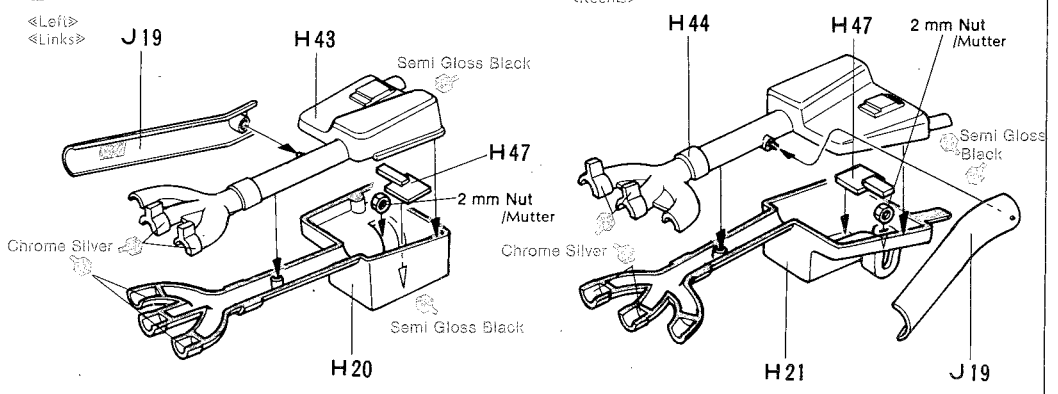
<Attaching F18>
<Einbau F18>



19 Attaching Rear Shock Absorber
Einbau der hintere Stossdämpfer

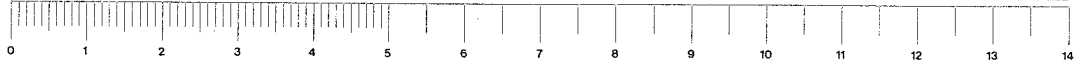
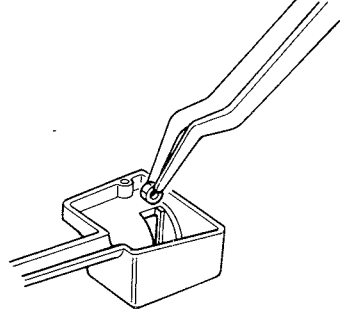


20 Assembly of Exhaust Chamber
Zusammenbau Auspuffgabel

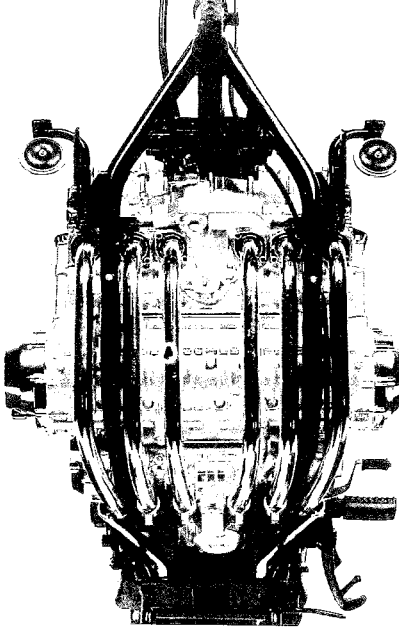


PAINTING

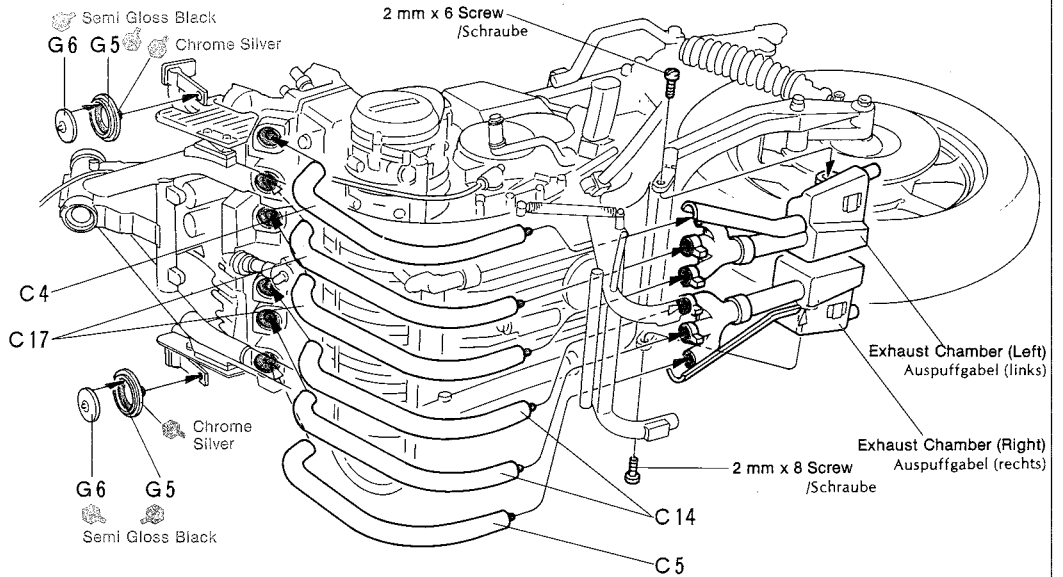
<Adding Small Parts>
Hold small parts with tweezers to facilitate work.
Kleine Teile hält man mit Pinzette fest.



21 <Attached Exhaust Pipes>
<Auspuff Einbau>



21 Attaching Exhaust Pipes
Auspuff Einbau

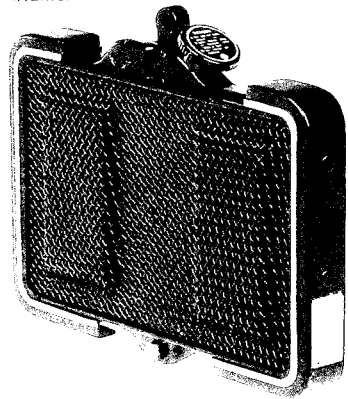
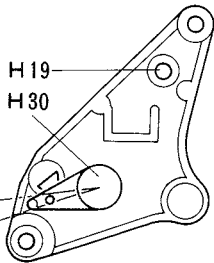


22 <Attaching H30>
<Einbau H30>

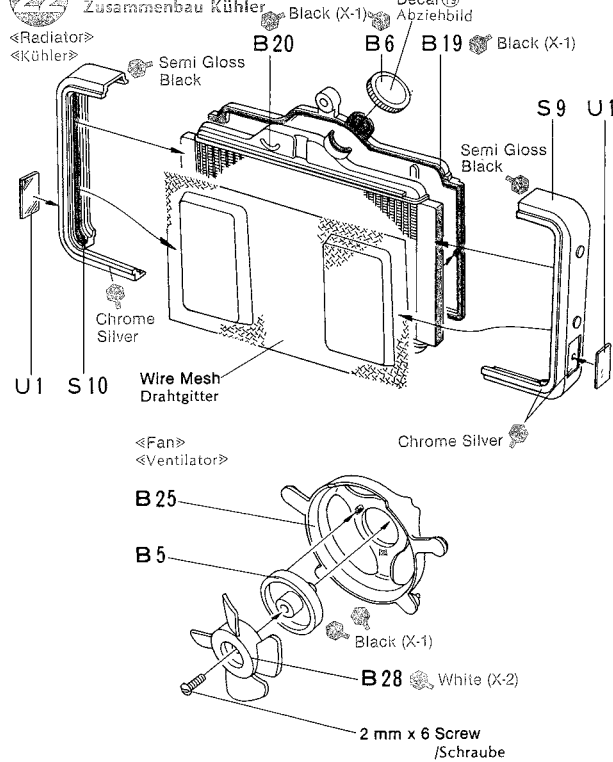
Movement restricting pin on H30 must be placed between flanges on H19 as shown.

Der Spitze Zapfen von Teil H30 muss (zur Einschränkung der Bewegung) zwischen die Zapfen des Teiles H19. Siehe Bild.

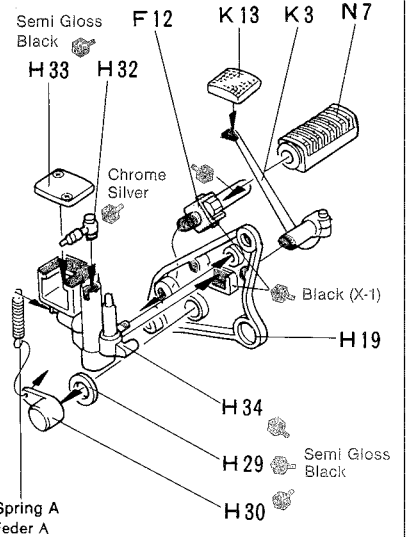
<Radiator>
<Kühler>



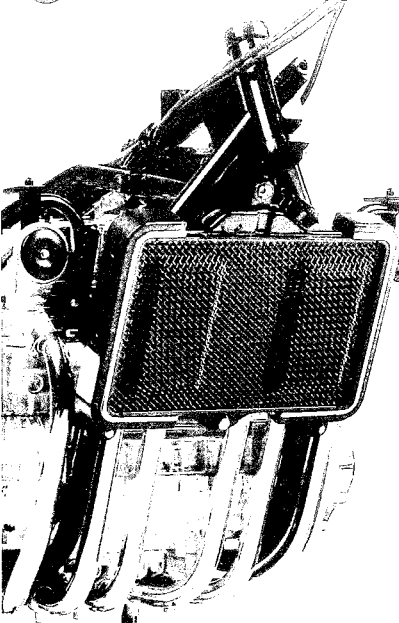
22 Assembly of Radiator
Zusammenbau Kühler



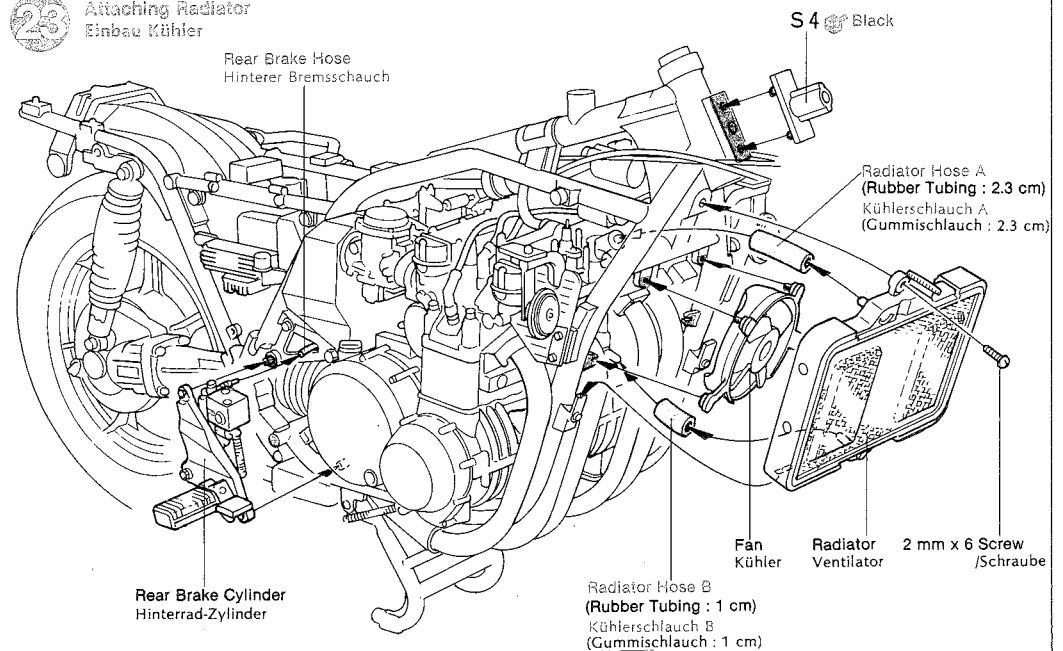
<Rear Brake Cylinder>
<Hinterrad-Zylinder>



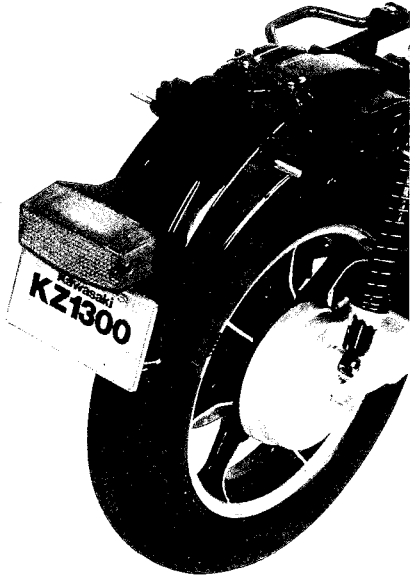
23 <Attached Radiator>
<Eingebauter Kühler>



23 Attaching Radiator
Einbau Kühler

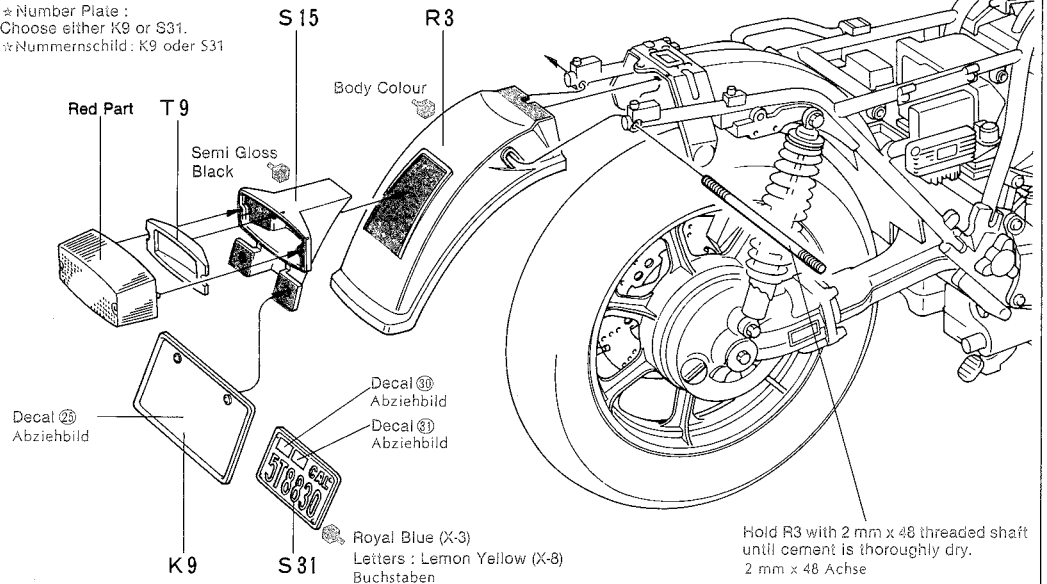


24 <<Attached Rear Fender>>
<<Hintere Schutzblech>>



24 Attaching Rear Fender
Einbau Hintere Schutzblech

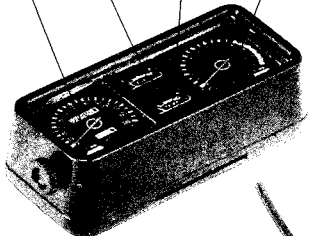
*Number Plate :
Choose either K9 or S31.
*Nummernschild : K9 oder S31



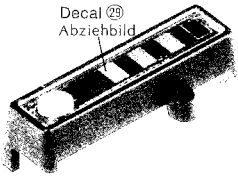
25 <<Front Parts>>
<<Frontteile>>

<<Applying Decals to Meter Panel>>
<<Tacho-Abziehbilder>>

Decal 22 Abziehbild Decal 23 Abziehbild Decal 24 Abziehbild Decal 21 Abziehbild

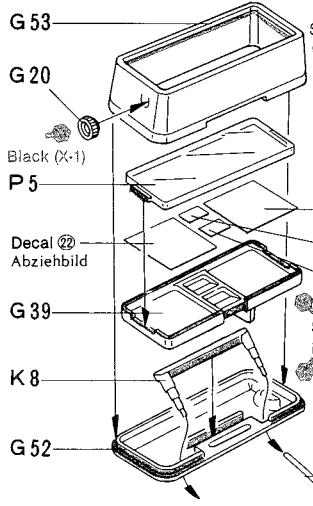


<<Applying Decals to Switch Panel>>
<<Schalter-Abziehbilder>>

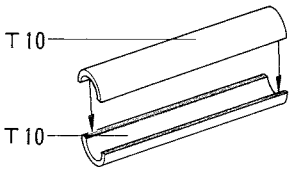


25 Front Parts Assembly
Teile der Vorderradgabel

<<Combination Meter>>
<<Tacho-Combination>>

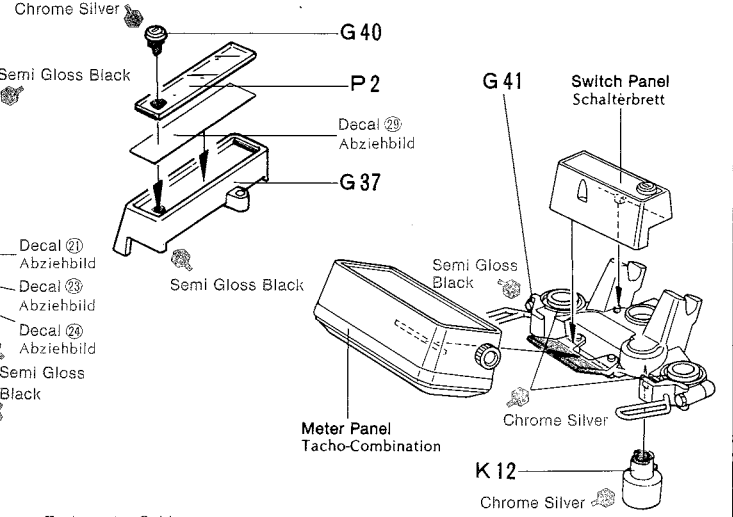


<<Front Fork Pipe>>
<<Vorderrad-Gabelrohr>>
Make 2 sets
2 Satz machen



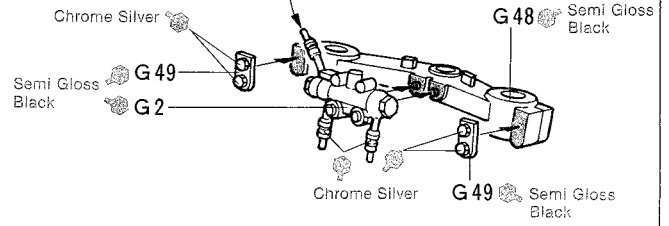
<<Switch Panel>>
<<Schalterbrette>>

<<Steering Stem Head>>
<<Steuerwellenkopf>>

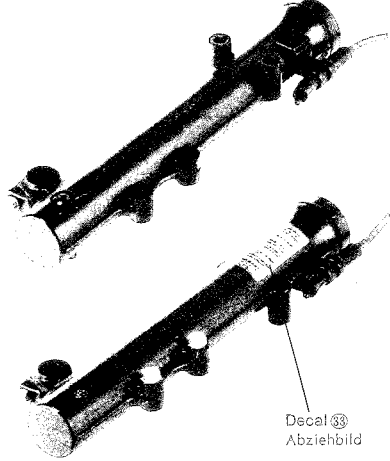


<<Steering Stem>>
<<Steuerwelle>>

Front Brake Hose C
(Thin Vinyl Tubing : 7 cm)
Vorder Bremsschlauch C
(Dünnere Vinylschlauch : 7 cm)

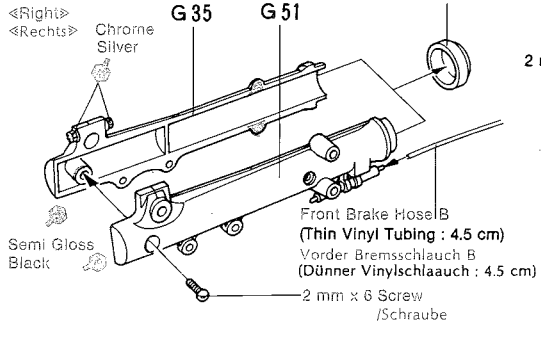


26 <<Assembled Front Shocks>>
<<Stossdämpfer vorne>>



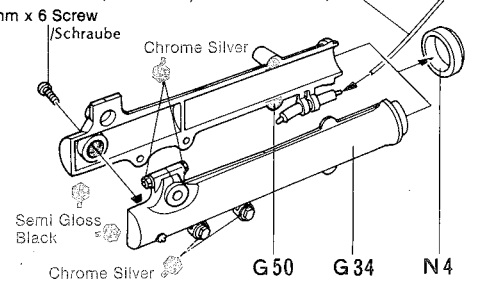
26 Assembly of Shock Tubes
Stossdämpfergehäuse

<<Right>>
<<Rechts>>



<<Left>>
<<Links>>

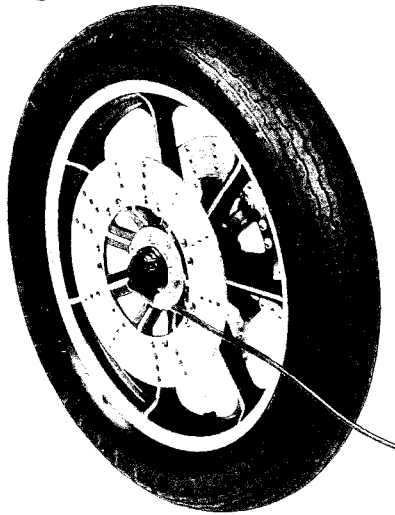
Front Brake Hose B
(Thin Vinyl Tubing : 4.5 cm)
Vorder Bremsschlauch B
(Dünnere Vinylschlauch : 4.5 cm)



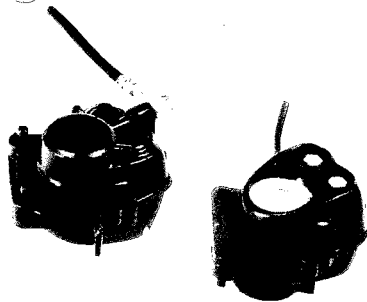
Decal 33 Abziehbild



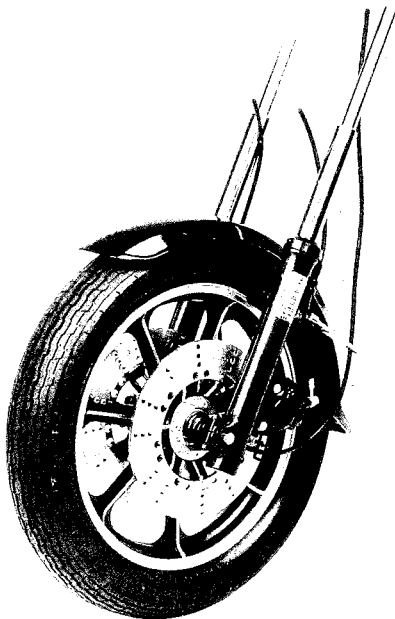
27 <Front Wheel>
<Vorderrad>



28 <Caliper Brakes>
<Scheibnbremse>



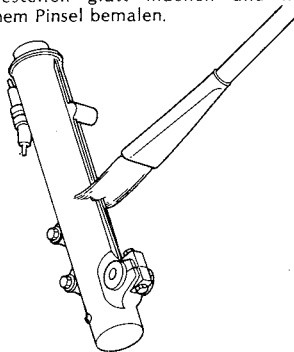
30 <Front Wheel>
<Vorderrad>



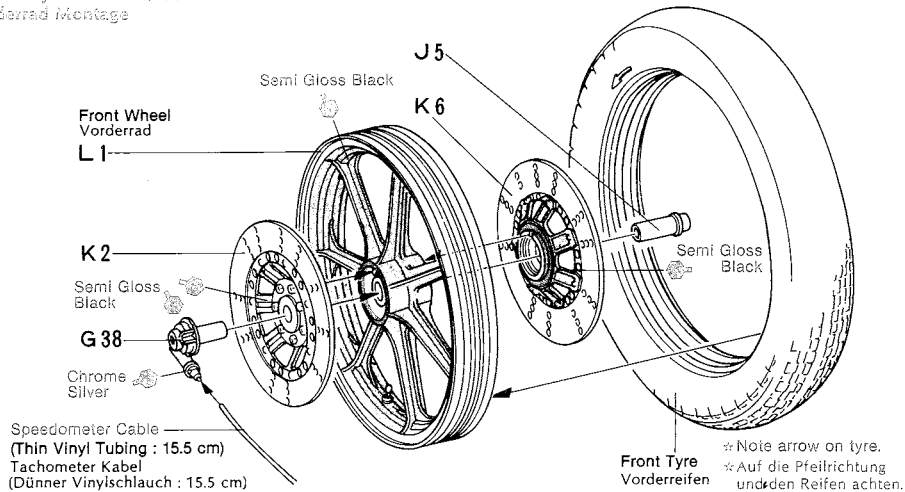
PAINTING

<Painting of Fork>

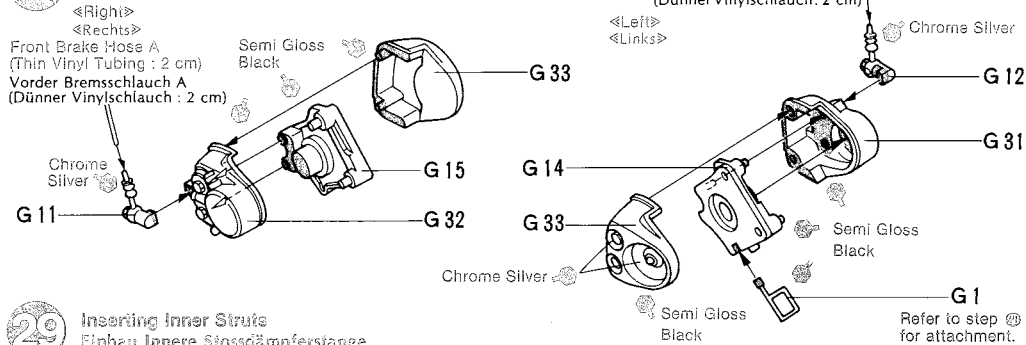
Shave flash at connected parts and then paint with a flat brush.
Klebestellen glatt machen und mit flachem Pinsel bemalen.



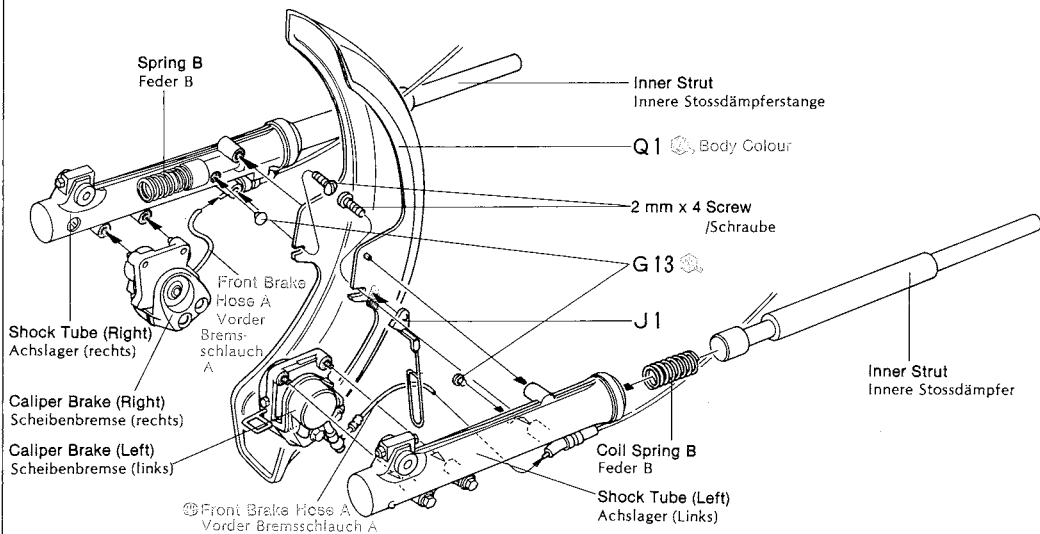
27 Assembly of Front Wheel.
Vorderrad Montage



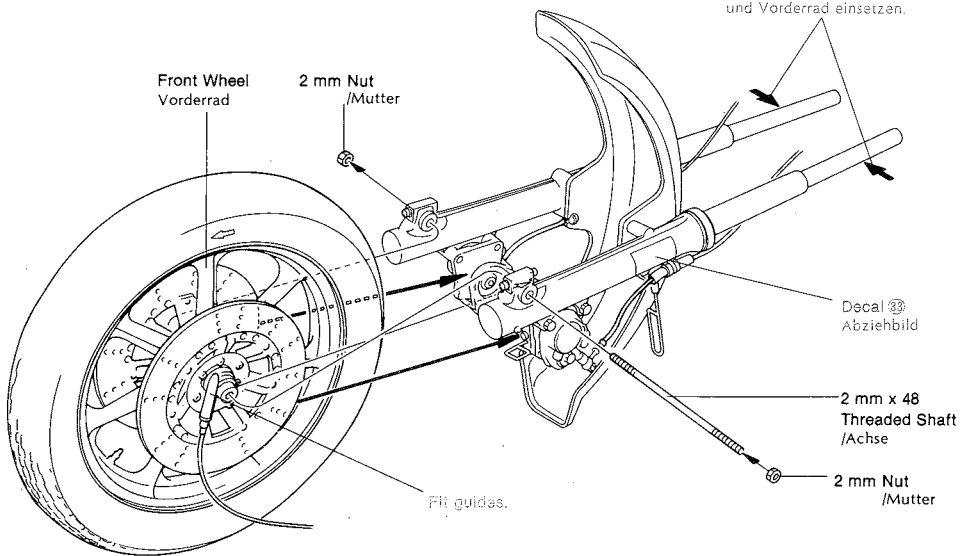
28 Assembly of Front Caliper Brakes
Scheibnbremse



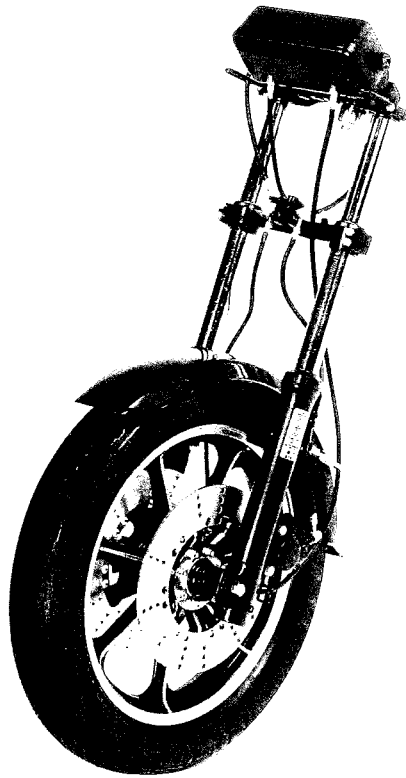
29 Inserting Inner Struts
Einbau Innere Stossdämpferstange



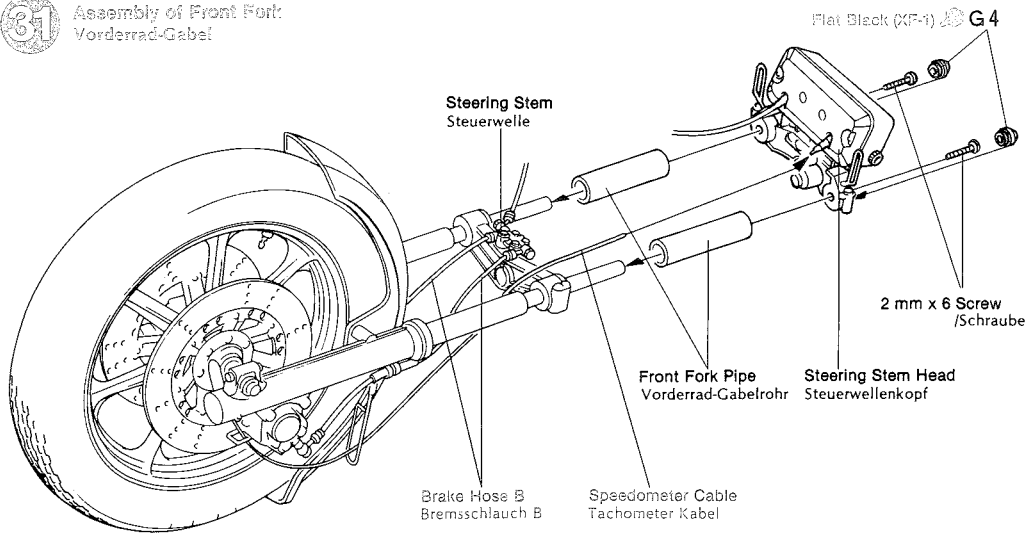
30 Attaching Front Wheel
Einbau Vorderrad



31 <Front Fork>
<Vorderrad-Gabel>



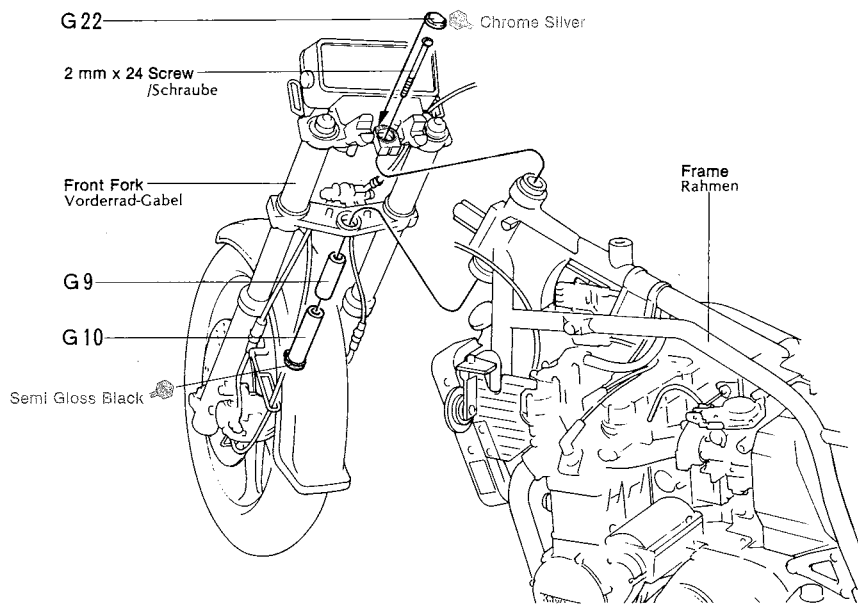
31 Assembly of Front Fork
Vorderrad-Gabel



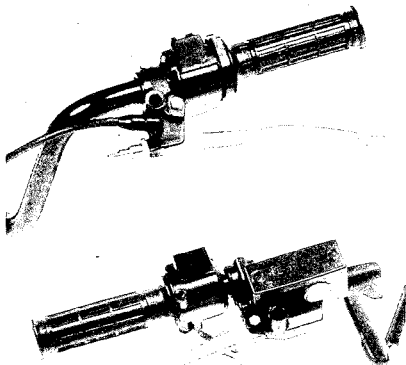
32 <Attached Front Fork>
<Eingebauter Vorderrad-Gabel>



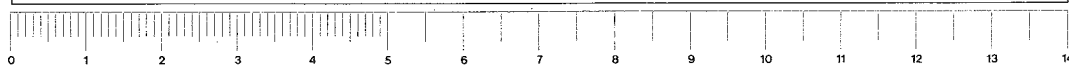
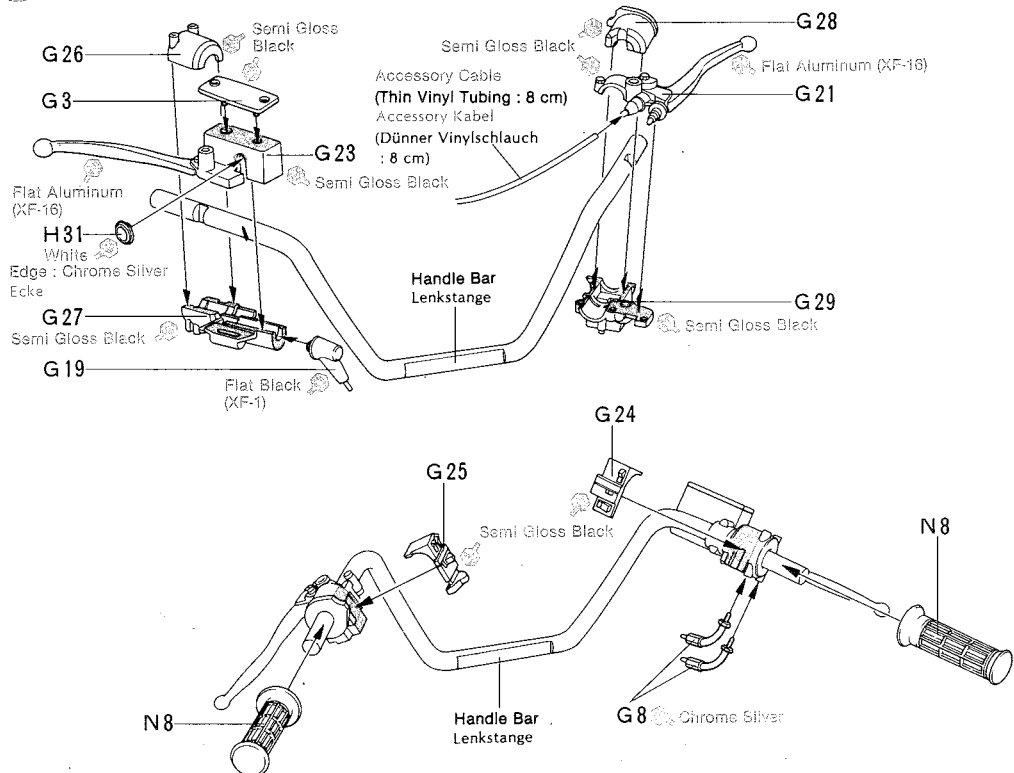
32 Attaching Front Fork
Einbau Vorderrad-Gabel



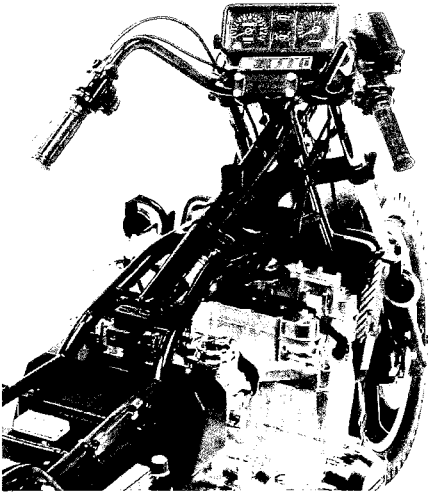
33 <Handle Bar>
<Lenkstange>



33 Assembly of Handle Bar
Lenkstange

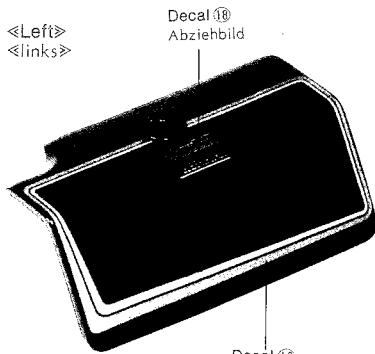


34 <<Attached Handle Bar>>
<<Lenkstange>>



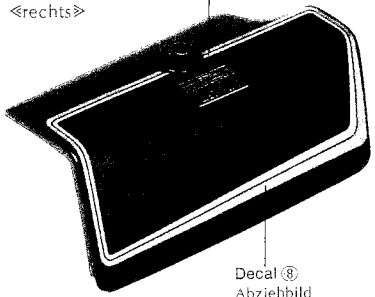
35 <<Saddle Bag Lid>>
<<Satteltaschen Deckel>>

<<Left>>
<<links>>



Decal 10
Abziehbild

<<Right>>
<<rechts>>



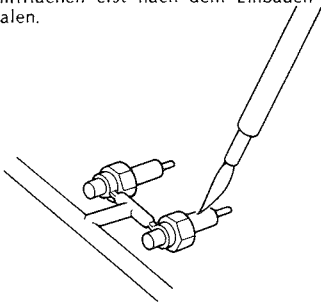
Decal 11
Abziehbild

Decal 8
Abziehbild

PAINTING

<<Painting small parts>>

Paint small parts before removing from sprue and touch up after assembly.
Kleine Teile am Spritzling bemalen. Die Schnitflächen erst nach dem Einbauen bemalen.

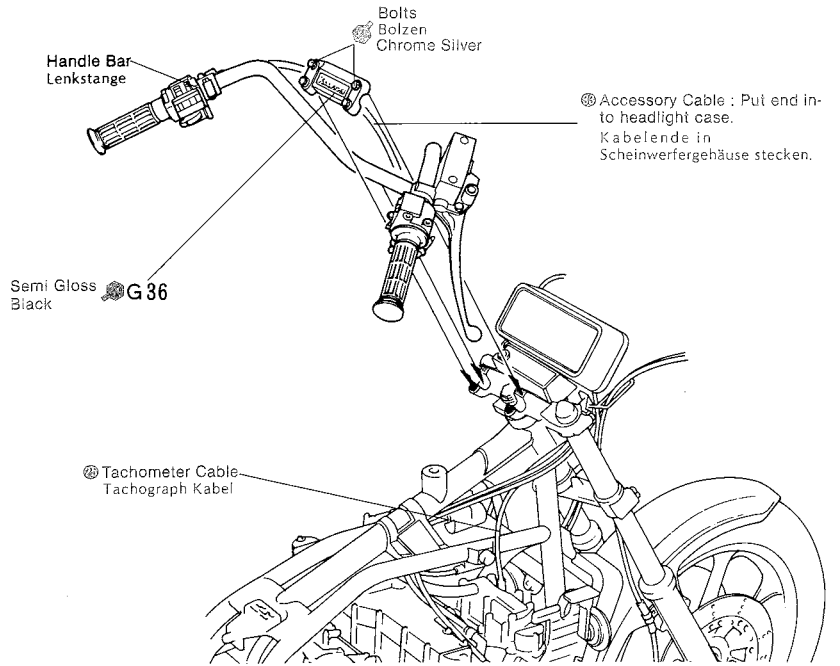


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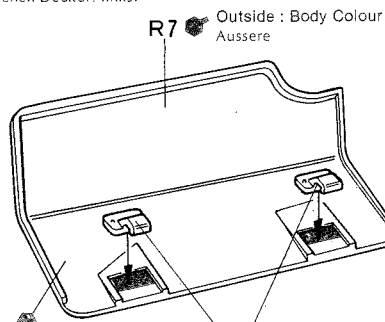
34 Attaching Handle Bar
Einbau Lenkstange

*Use cyanoacrylate (Instant Glue) to hold handle bar in position during assembly.
*Lenkstange mit Schnellkleber anbringen.



35 Assembly of Saddle Bags
Satteltaschen

<<Saddle Bag Lid : Left>>
<<Satteltaschen-Deckel : links>>

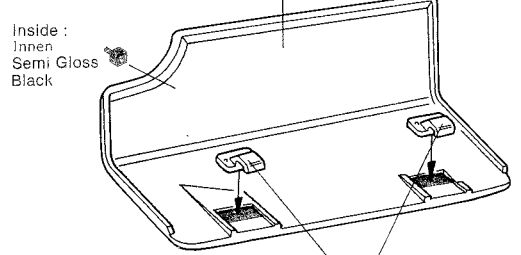


R7 Outside : Body Colour
Aussere

Inside : Innen
Semi Gloss Black

S 34 Semi Gloss Black

<<Saddle Bag Lid : Right>>
<<Satteltaschen-Deckel : rechts>>



Outside : Aussere
Body Colour

Inside : Innen
Semi Gloss Black

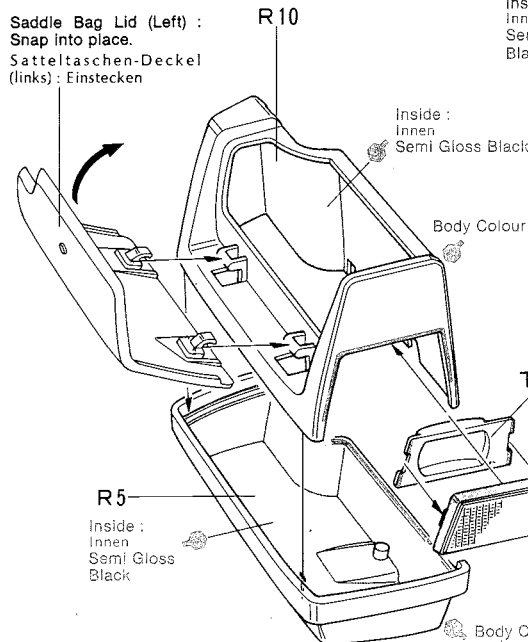
S 34 Semi Gloss Black

Saddle Bag Lid (Right) :
Snap into place.
Satteltaschen-Deckel (rechts) :
Einstecken

<<Saddle Bag : Right>>
<<Satteltaschen : rechts>>

<<Saddle Bag : Left>>
<<Satteltaschen : links>>

Saddle Bag Lid (Left) :
Snap into place.
Satteltaschen-Deckel (links) :
Einstecken



R9 Body Colour
Inside Innen
Semi Gloss Black

Inside : Innen
Semi Gloss Black

Body Colour

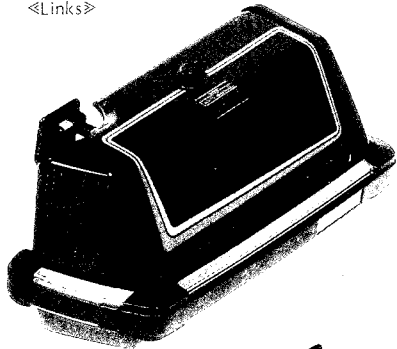
Flat Black (XF-1)

R5 Inside : Innen
Semi Gloss Black

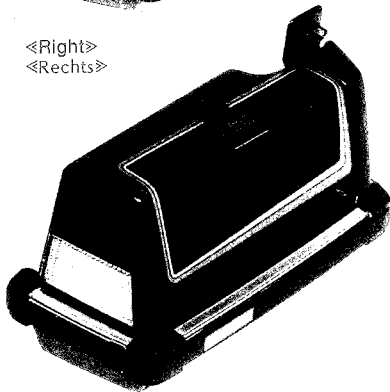
Body Colour

36 <Saddle Bags>
<Satteltaschen>

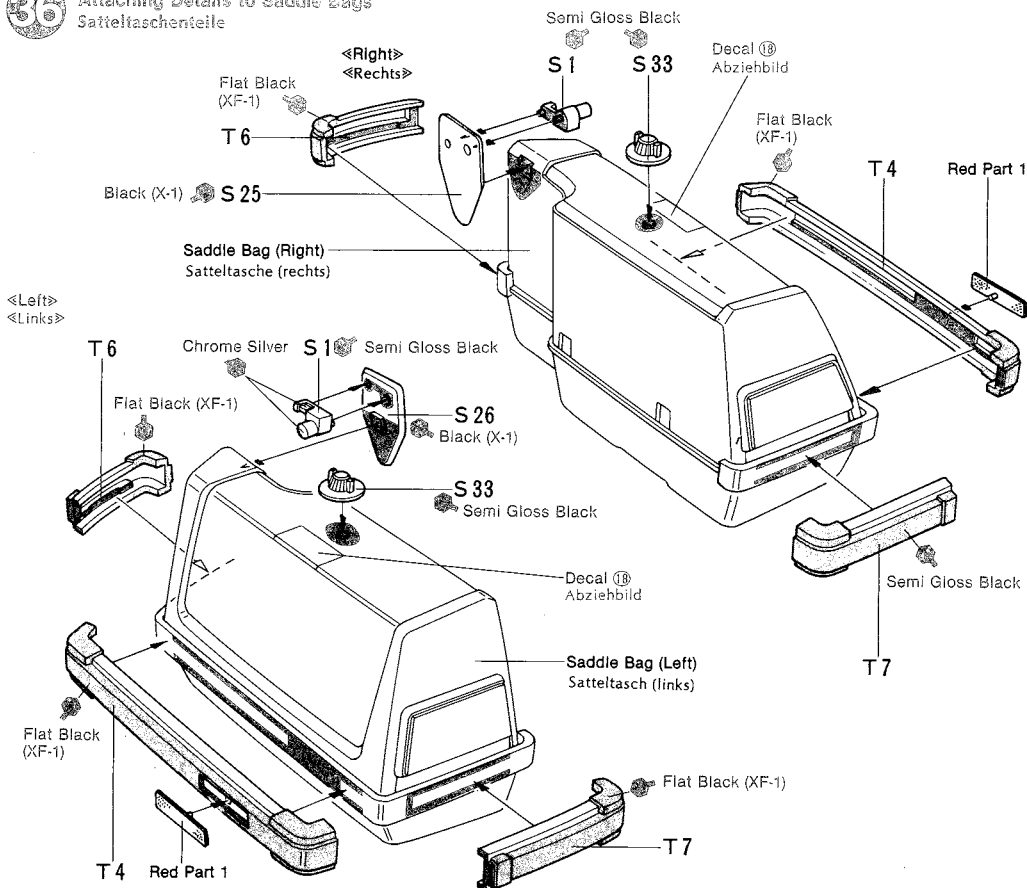
<Left>
<Links>



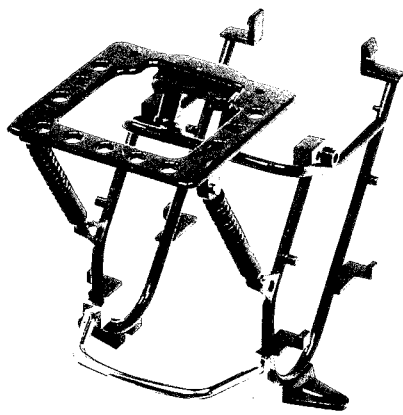
<Right>
<Rechts>



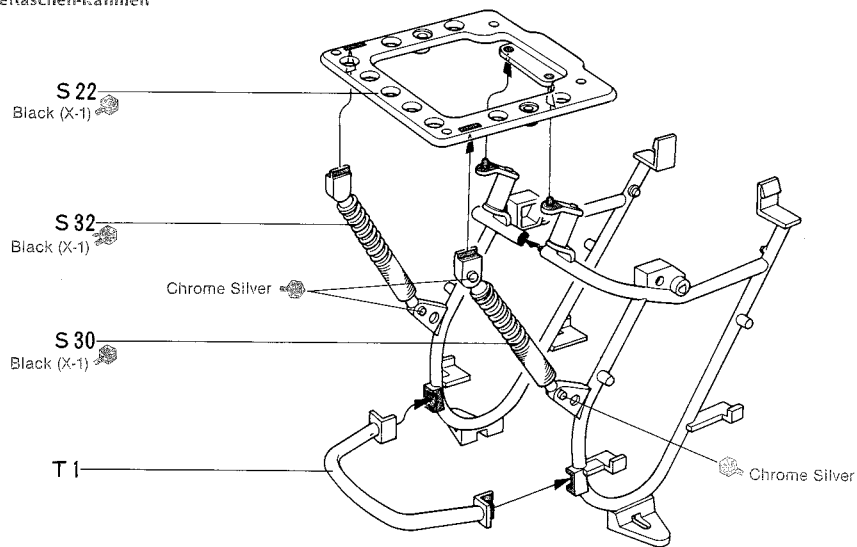
36 Attaching Details to Saddle Bags
Satteltaschenteile



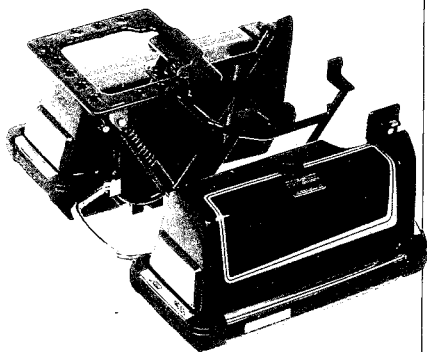
37 <Saddle Bag Frame>
<Satteltaschen-Rahmen>



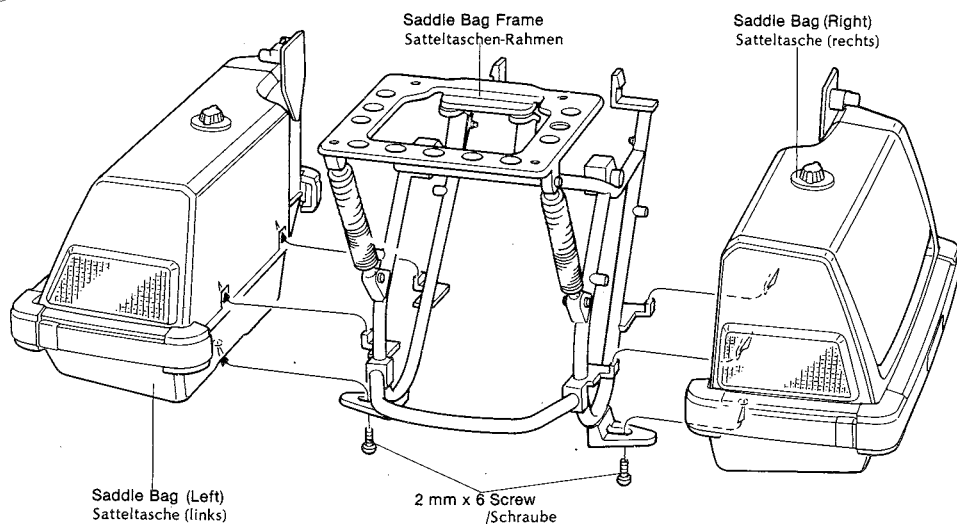
37 Assembly of Saddle Bag Frame
Satteltaschen-Rahmen



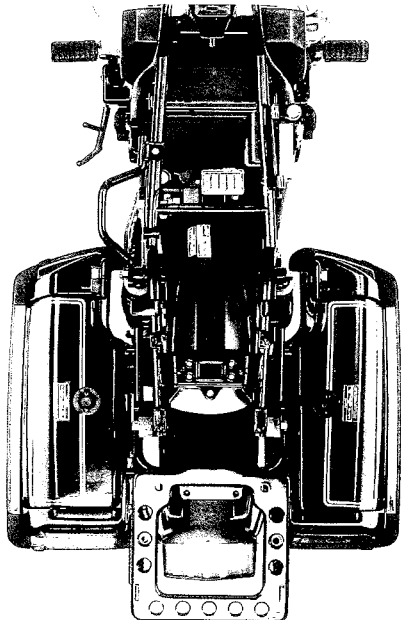
38 <Saddle Bags Attached to Frame>
<Kompletter Satteltaschen-Rahmen>



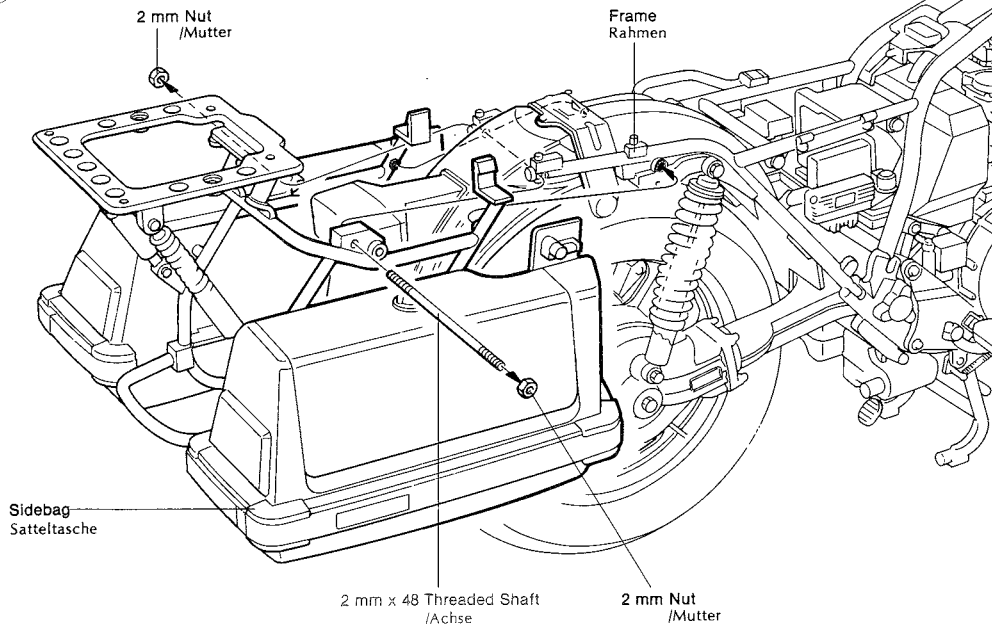
38 Attaching Saddle Bags to Frame
Einbau Satteltaschen-Rahmen



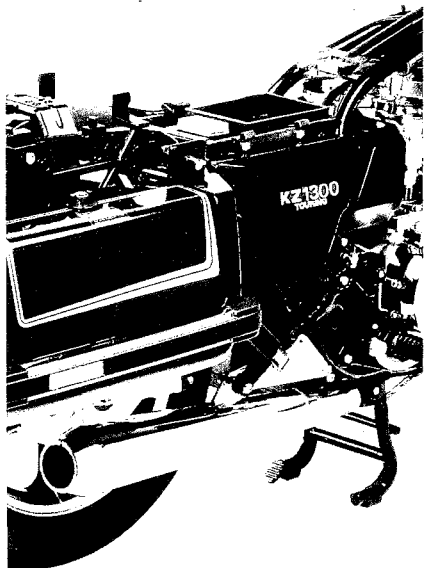
39 <Attached Saddle Bags>
<Eingebaute Satteltaschen>



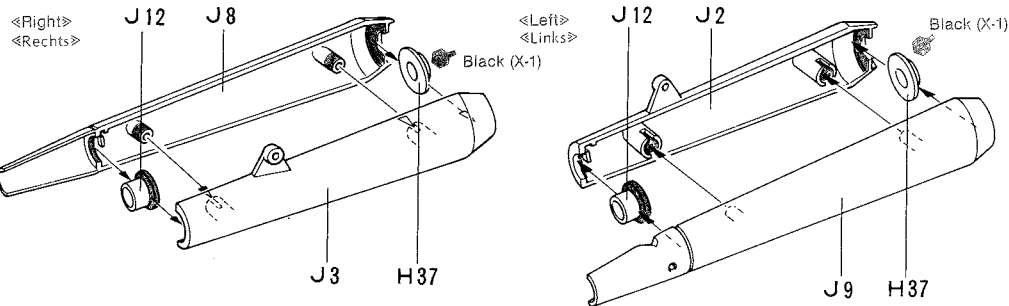
39 Attaching Saddle Bags
Einbau Satteltaschen



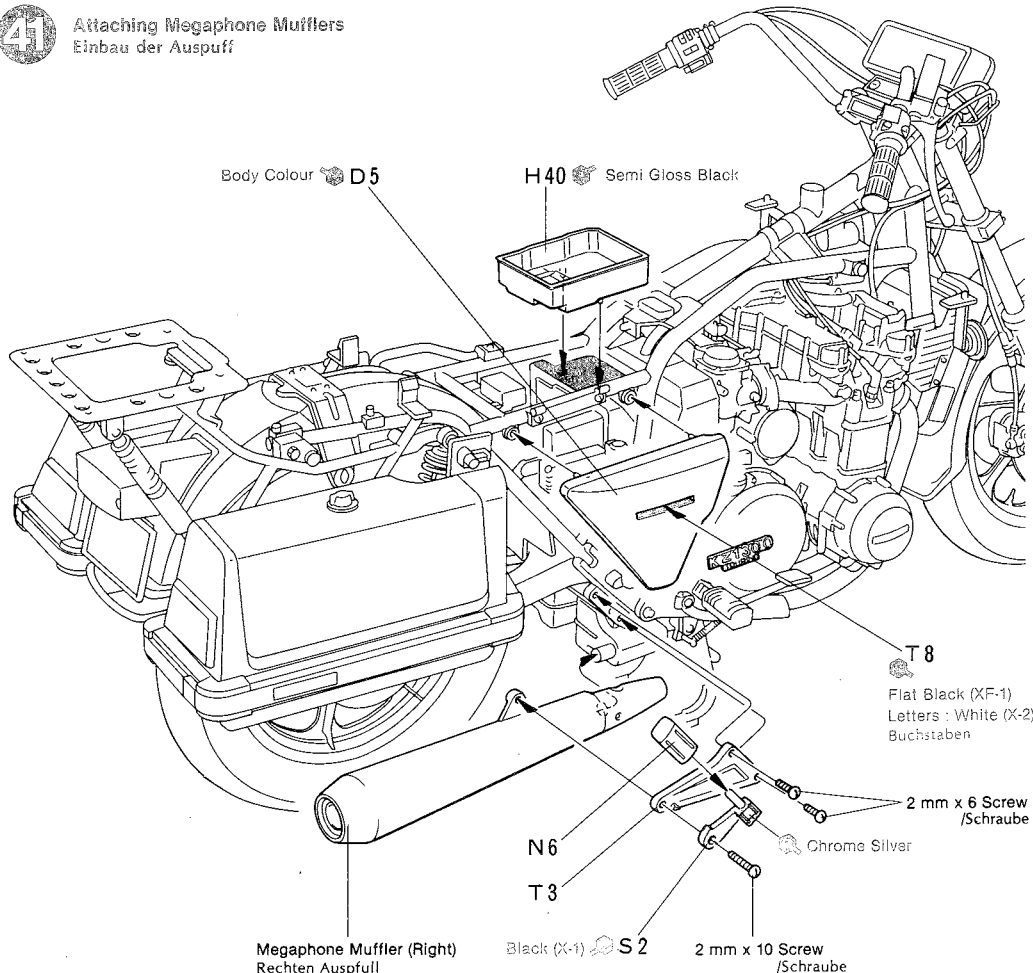
41 <Megaphone Mufflers>
<Auspuffe>



40 Assembly of Megaphone Mufflers
Auspuffe

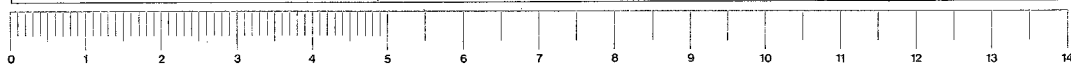
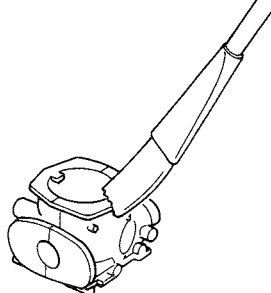


41 Attaching Megaphone Mufflers
Einbau der Auspuff

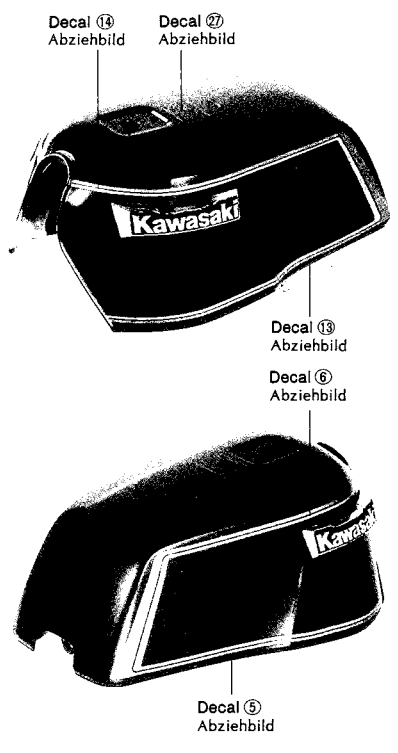


PAINING

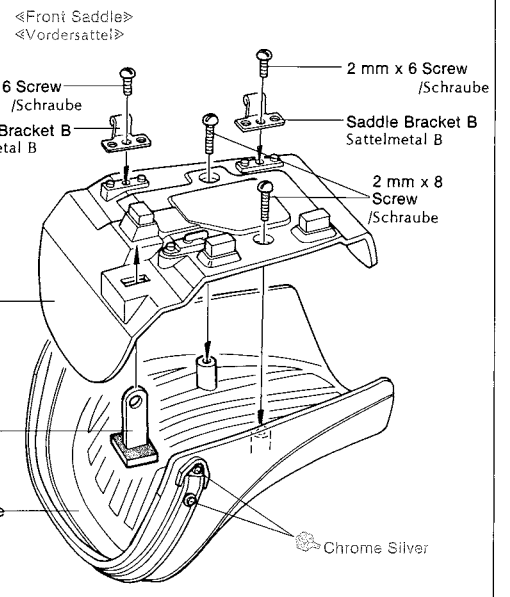
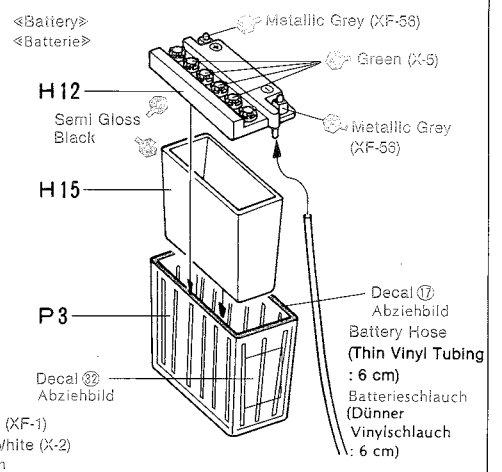
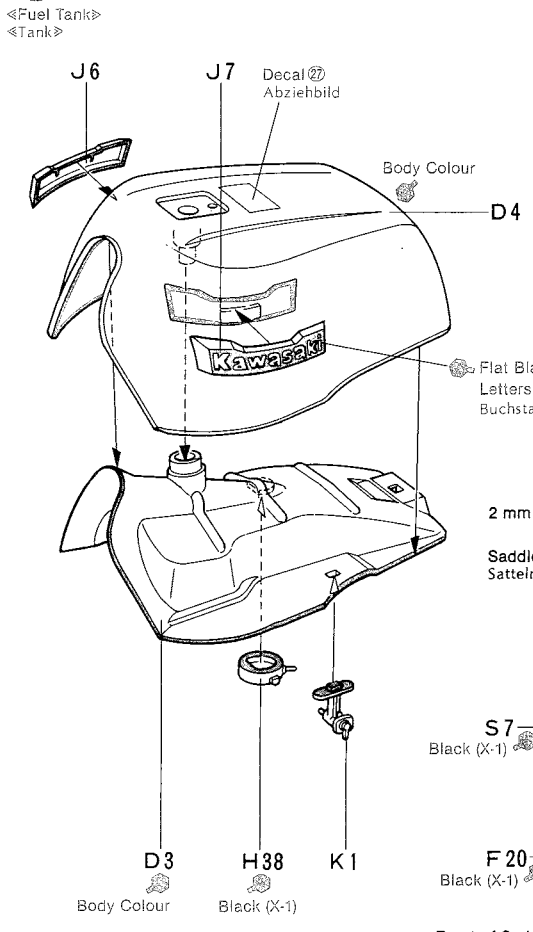
<Painting in the same colour>
Parts to be painted in the same colour should be painted after being assembled.
Teile der in gleicher Farbe bemalt werden, sollten nach dem Kleben bemalt werden.



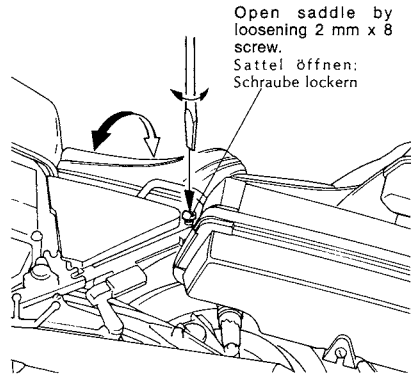
42 <Fuel Tank>
<Abziehbilder auf Benzintank>



42 Assembly of Fuel Tank
Tank:

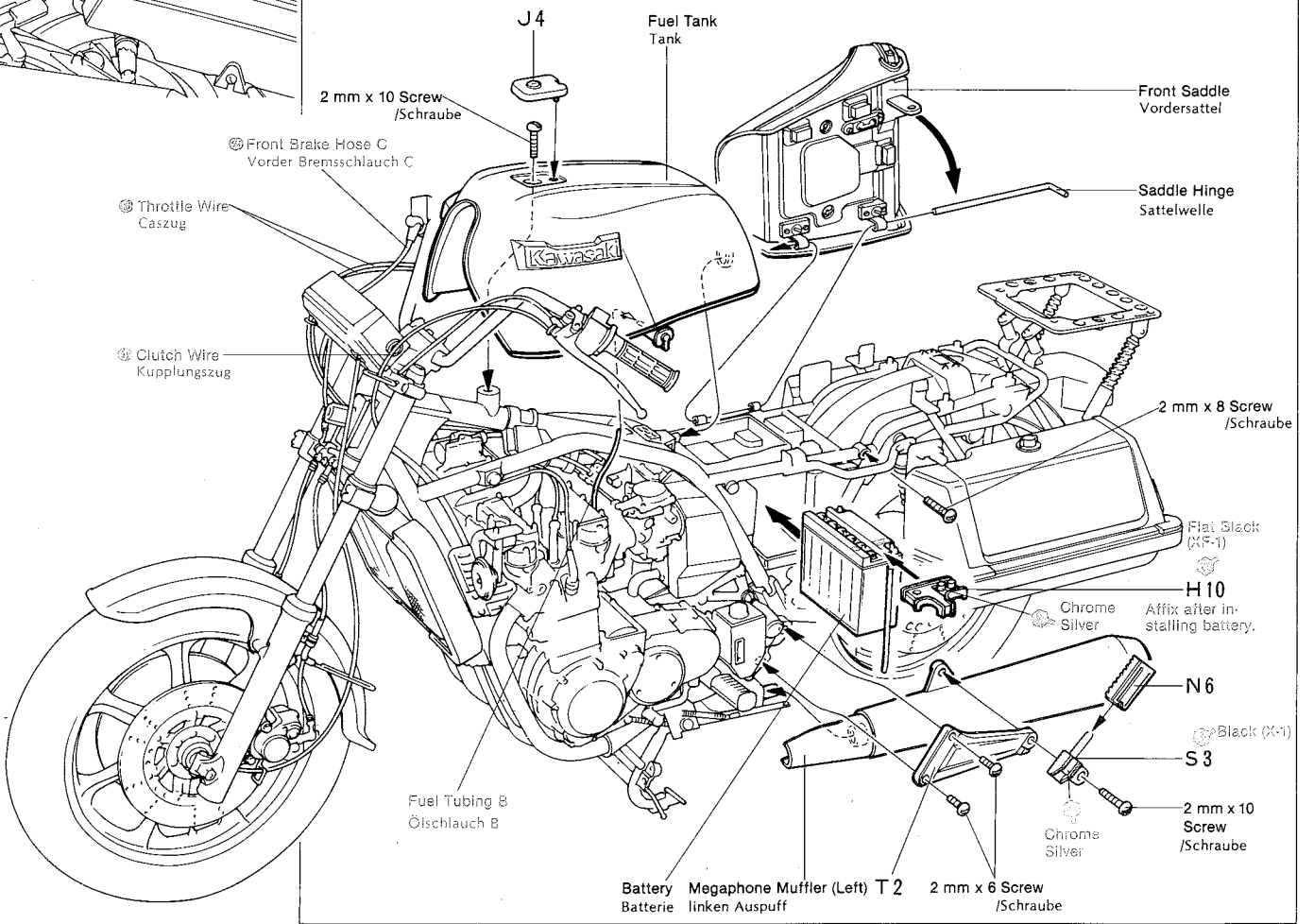


43 <Opening Saddle>
<Öffnen des Sattels>

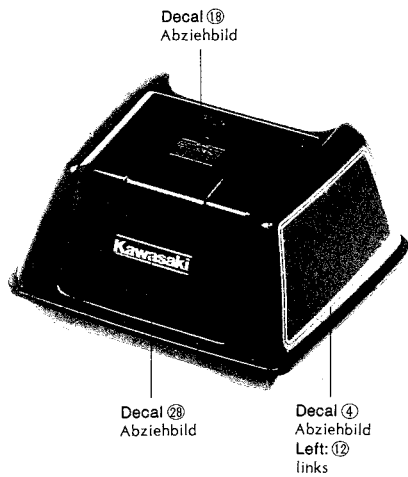


* Fasten saddle with 2 mm x 8 screw as shown at left.
* Sattel mit Schraube befestigen.

43 installing Fuel Tank
Einbau Tank

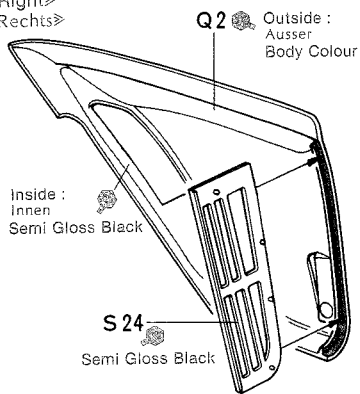


44 <Touring Bag>
<Recktasche>

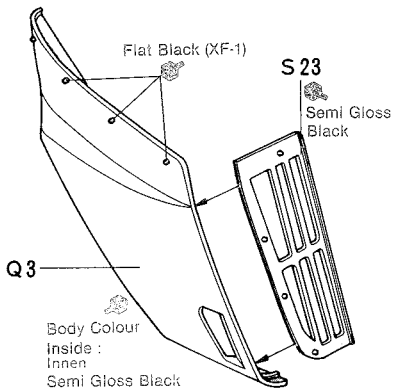


45 <Assembly of Under Cowl>
<Unterverkleidung>

<Right>
<Rechts>

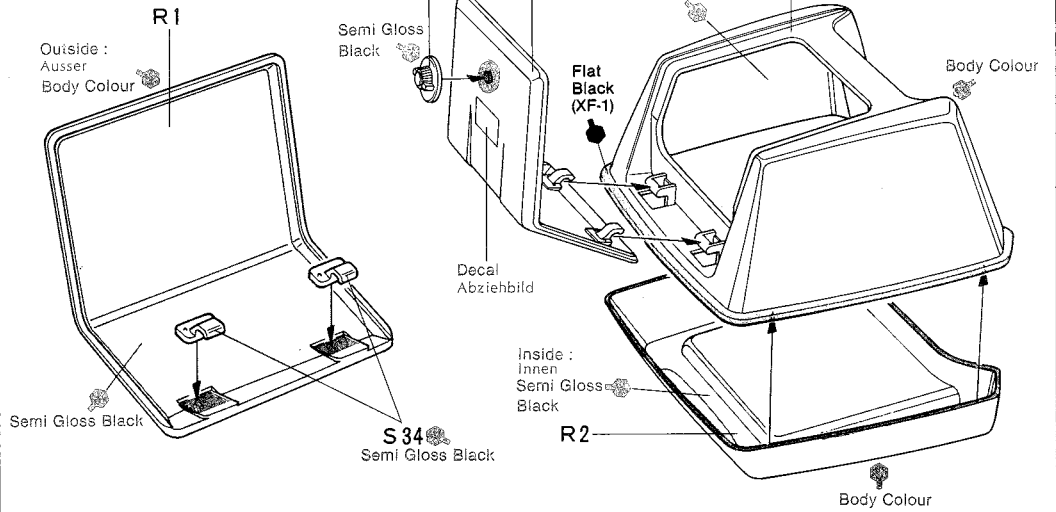


<Left>
<Links>

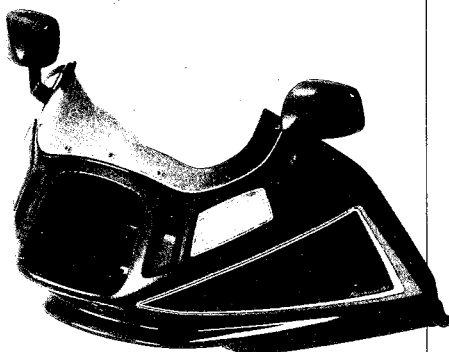
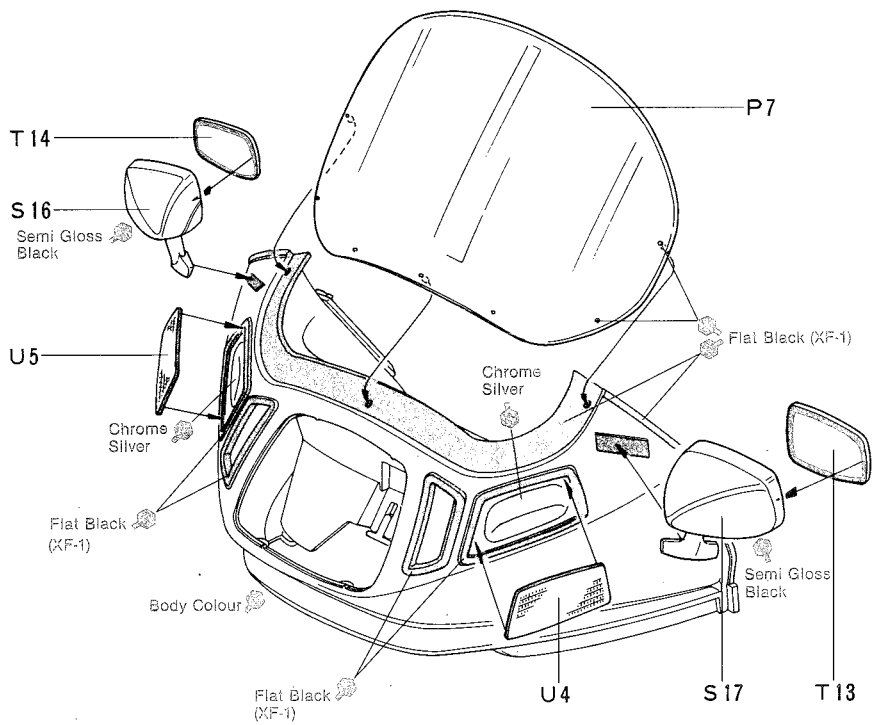
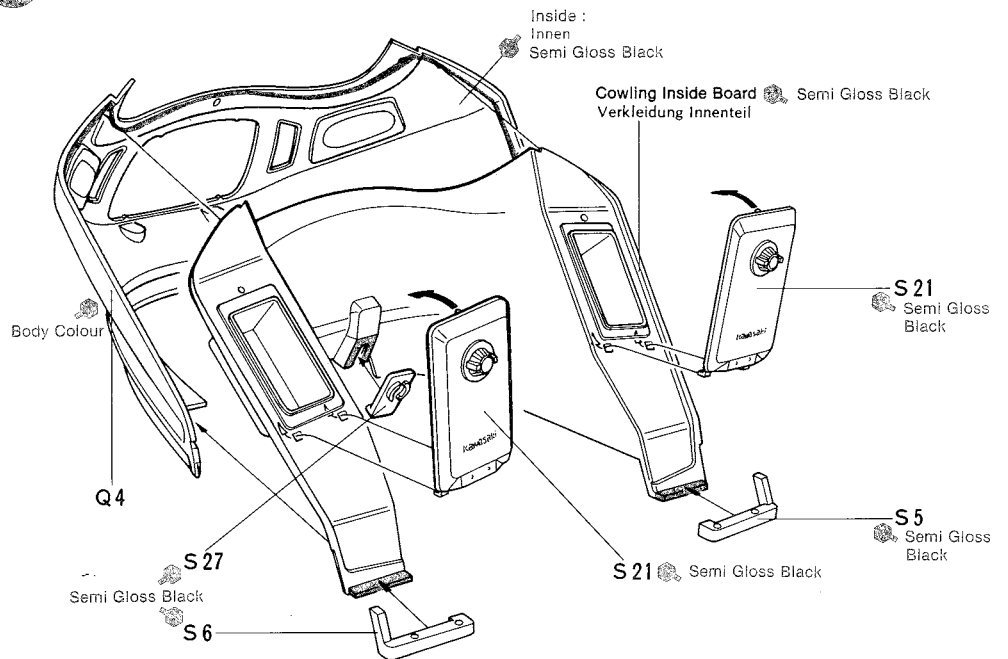


44 Assembly of Touring Bag
Recktasche

<Touring Bag Lid>
<Deckel>

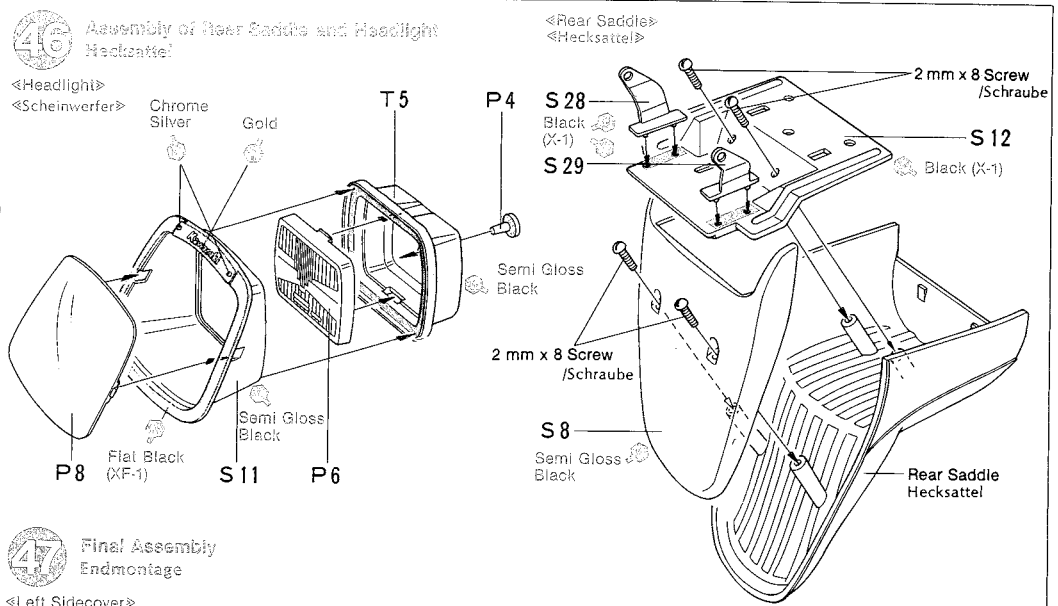
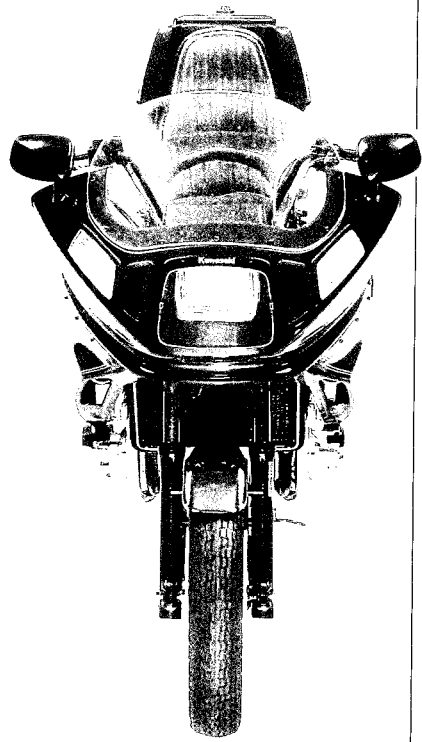


45 Assembly of Cowling
Verkleidung

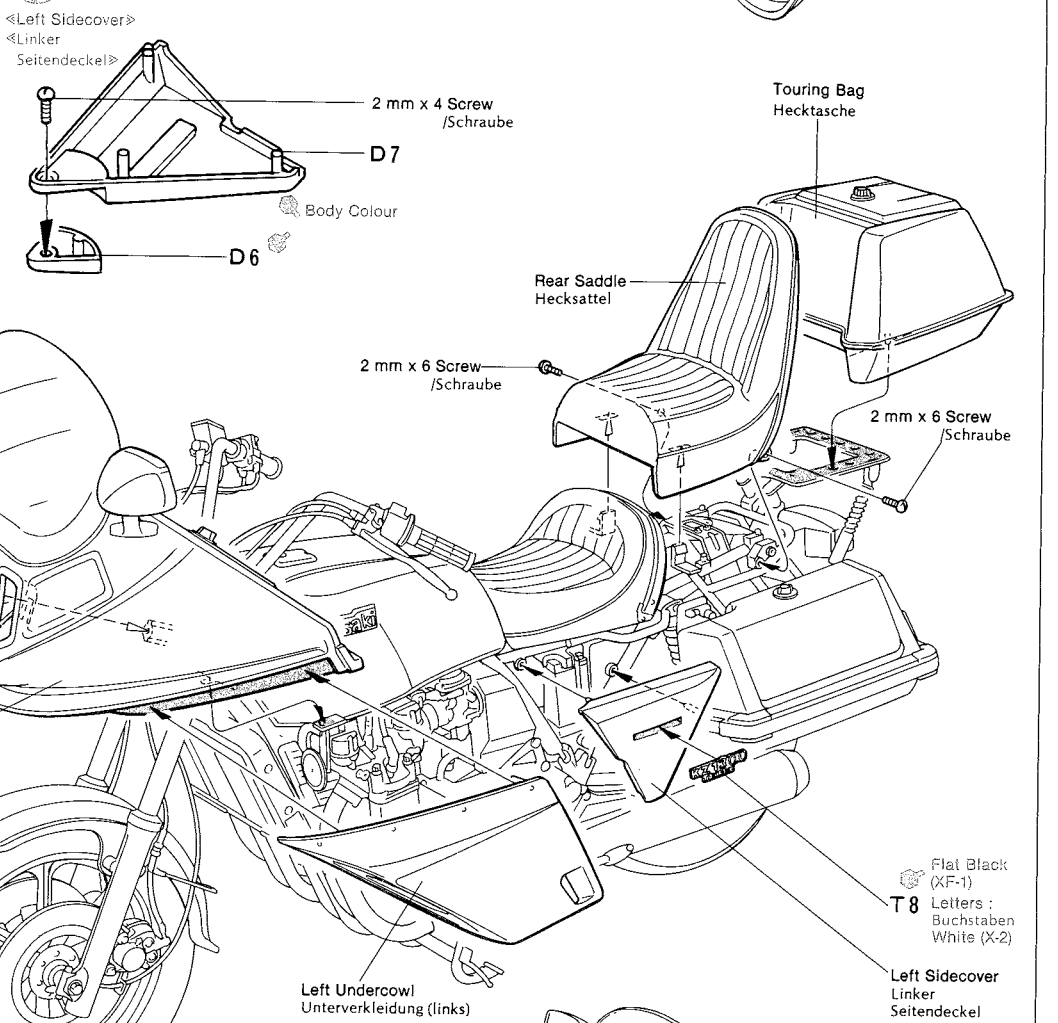


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47 <Completion>
<Endmontage>



47 Final Assembly
Endmontage



2 mm x 15 Screw / Schraube

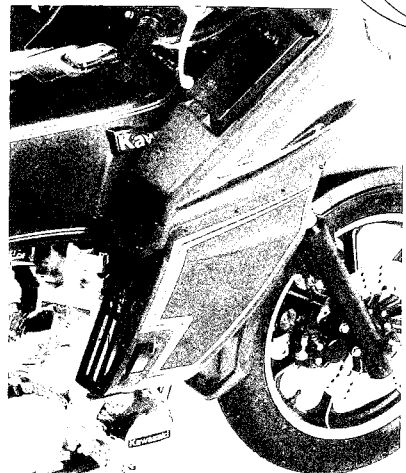
Headlight Scheinwerfer
Cowling Verkleidung

Left Undercowl Unterverkleidung (links)

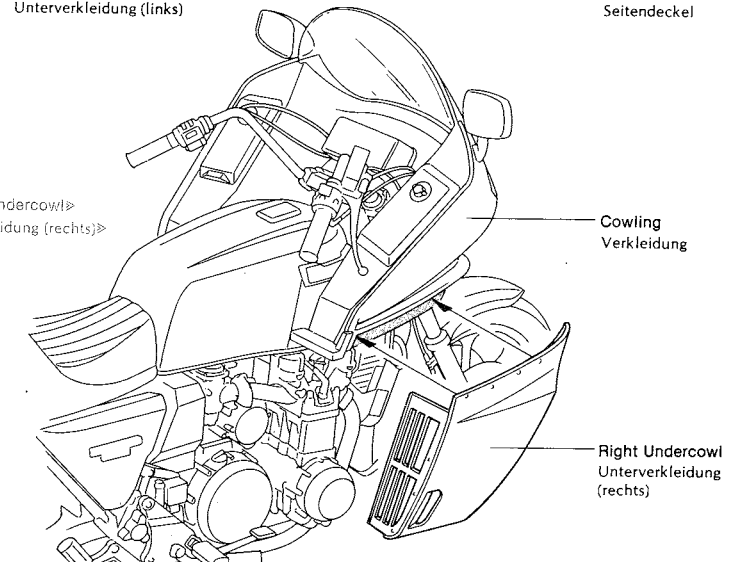
Cowling Verkleidung

Right Undercowl Unterverkleidung (rechts)

<Right Undercowl>
<Unterverkleidung (rechts)>



<Attaching Right Undercowl>
<Einbau Unterverkleidung (rechts)>



PAINTING & APPLYING DECALS

«Painting of Kawasaki KZ1300B Touring»

At the time of this writing, the KZ1300B Kawasaki Motorcycle is being exported to the United States, and is offered in a colour scheme of Royal Dark Red only. Fuel tank, fenders, cowling and touring bags are in this colour, with gold and silver pin striping to accent the bikes overall good looks. Detail painting instructions are called out during assembly. Be careful when overspraying the finished model, as some paints will effect decals. Test first on scrap decal.

«Bemalung der Kawasaki KZ1300B Touring»

Zur Zeit wird diese Maschine in die US exportiert. Die bemalung ist nur Royal Dunkel Rot. Tank, Schutzbleche, Verkleidung und Gepäcktaschen sind in rot mit gold und silbernen Streifen zur Betonung. Detailbemalungen siehe Anleitung. Vorsicht beim Übersprühen der Abziehbilder. Erst an Abfalld decals probieren.

«Painting Instruments»

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.

«Zubehör für die Bemalung»

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.

«Before painting»

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.

«Vor dem Malen»

Soll man Staub und Leimreste entfernen. Auch eine gute Bemalung verdeckt nicht scheinliche 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.

«Colors Required»

«Farbmalungen benötigt»

Black X-1
Semi Gloss Black (X-1 : 1 + XF-1 : 1)
Flat Black XF-1
Chrome Silver

«Spray Painting Points»

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.

«Spritzmalung mit Spritzenfarben»

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.

«Decal Application»

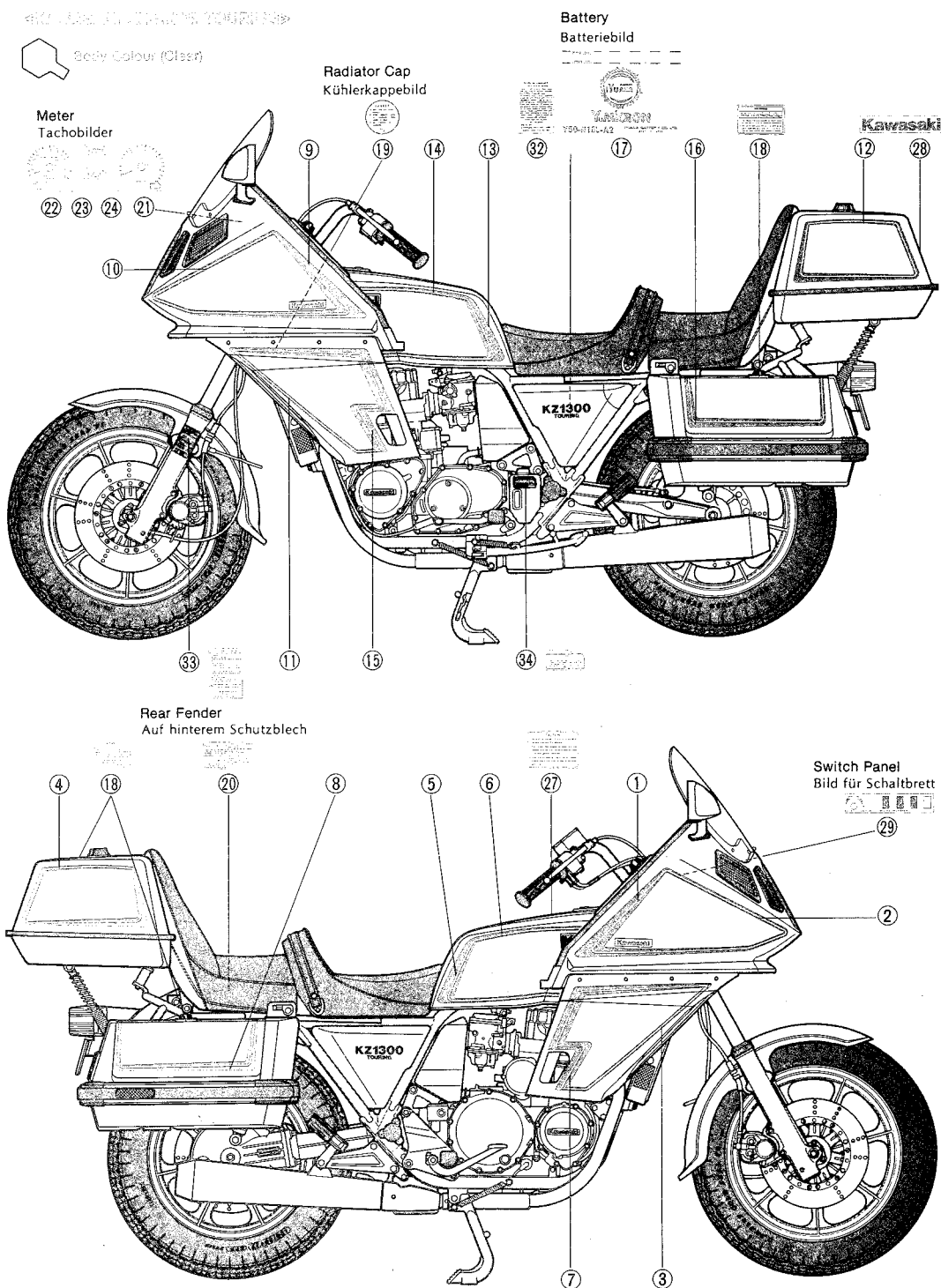
- 1 Remove all dust, dirt and adhesive smears with a wet cloth before applying any decals.
- 2 The decal to be applied should be removed beforehand from the decal sheet. Cut off translucent films along coloured parts.
- 3 Dip the decal in tepid water for about 10 seconds and then remove it onto a clean 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.

«Abziehbilder-Decals»

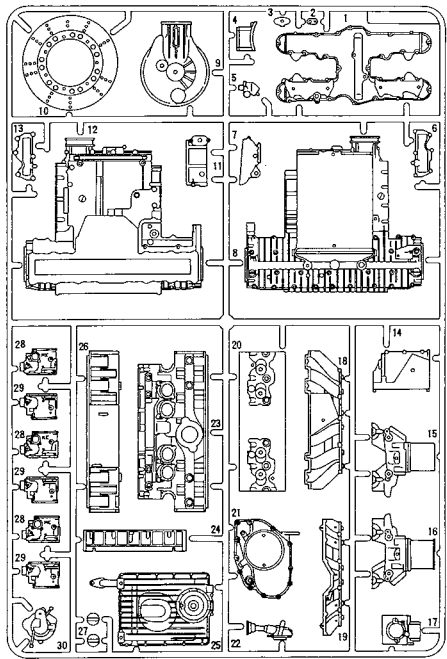
- 1 Staub, Schmutz und Klebstoffreste mit nassem Tuch entfernen.
- 2 Decals erst ausschneiden entlang den Linien.
- 3 Decals in Wasser legen, dann nach 10 Sekunden auf z.B. Handtuch legen und etwas abtrocknen lassen.
- 4 Decal an der Unterlage halten und Bild auf das Modell schieben.
- 5 Mit etwas Wasser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

«Color and Decal Locations»

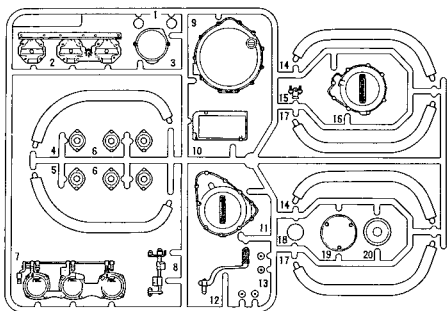


PARTS

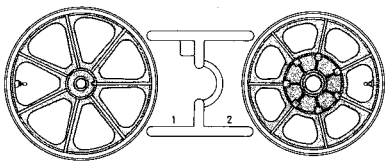
A PARTS Matt Plated Flat Black (XF-1)



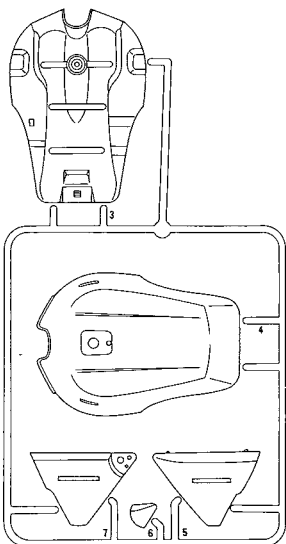
C PARTS Plated Flat Black



L PARTS Matt Plated Semi Gloss Black



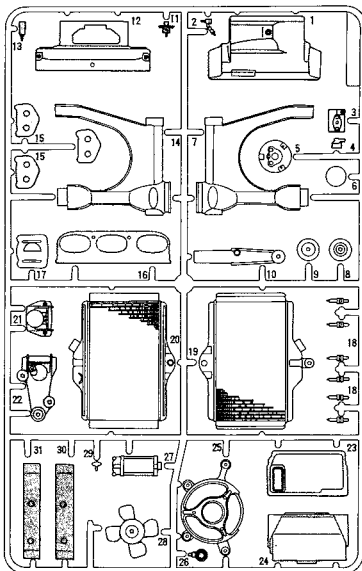
D PARTS Body Colour



B PARTS Black (X-1) Semi Gloss Black

Flat Black (XF-1) Chrome Silver White (X-2)

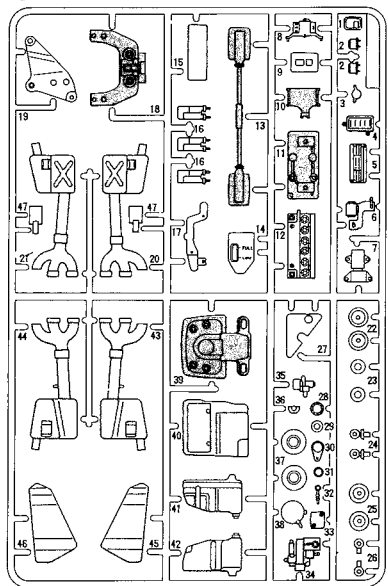
Parts not used



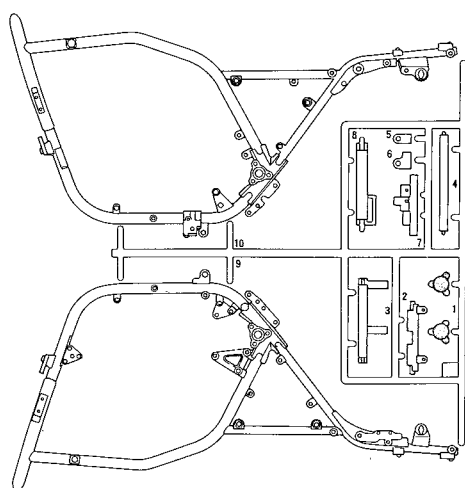
H PARTS Black (X-1) Semi Gloss Black

Flat Black (XF-1) Chrome Silver White (X-2)

Parts not used.



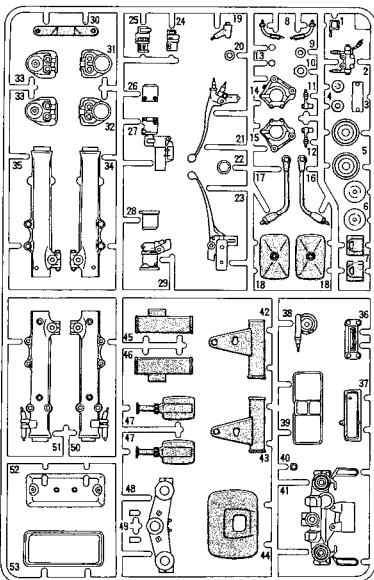
E PARTS Black (X-1) Flat Black (XF-1) Chrome Silver



G PARTS Semi Gloss Black

Flat Black (XF-1) Chrome Silver Flat Aluminum (XF-16)

Parts not used



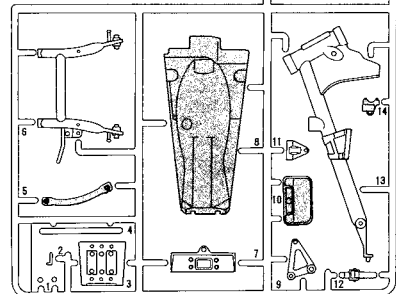
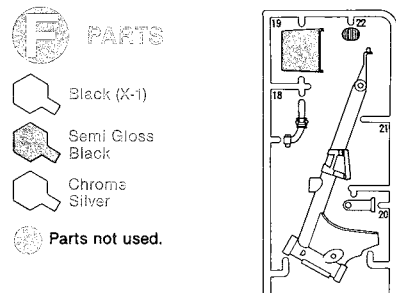
F PARTS

Black (X-1)

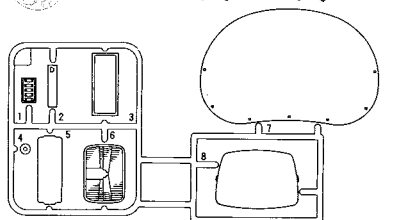
Semi Gloss Black

Chrome Silver

Parts not used.

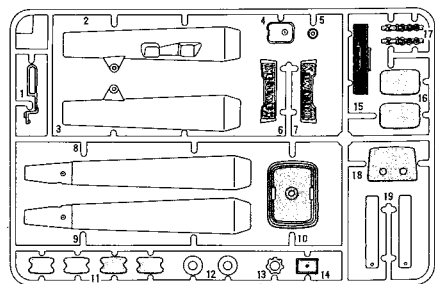


P PARTS Clear Chrome Silver



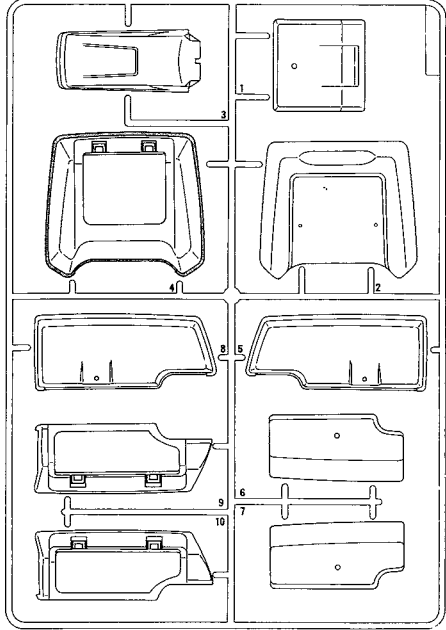
Plated Flat Black (XF-1)

Parts not used. White (X-2)

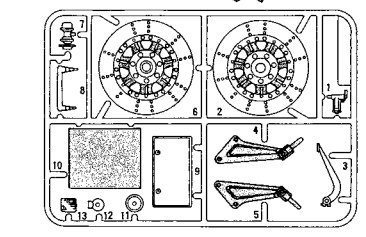
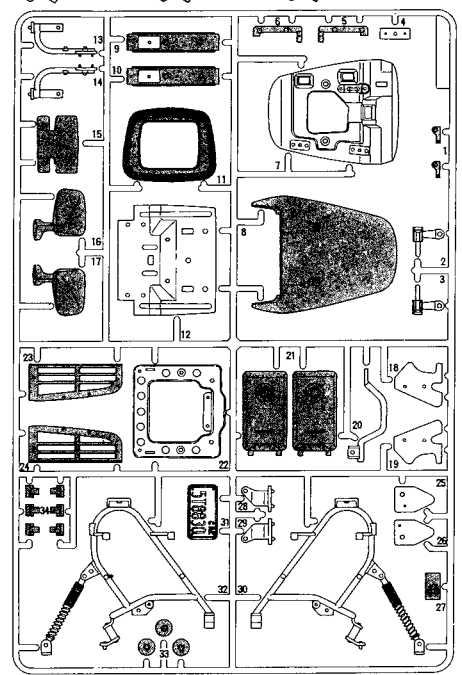


PARTS

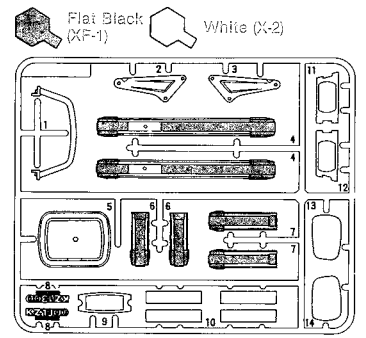
B PARTS Body Colour Flat Black (XF-1)



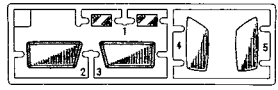
S PARTS Black (X-1) Semi Gloss Black Flat Black (XF-1)
K PARTS Matt Plated
 Chrome Silver Gold Royal Blue (X-3) Letters: Lemon Yellow (X-8) Parts not used Semi Gloss Black



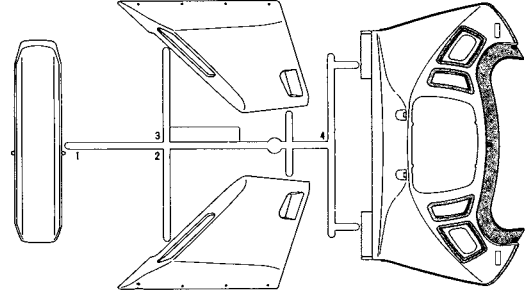
T PARTS Plated



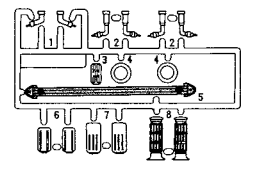
U PARTS Flat Black (XF-1)



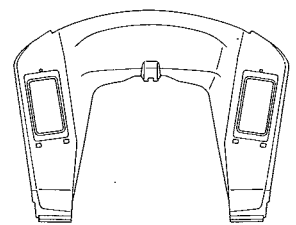
V PARTS Body Colour Flat Black (XF-1) Chrome Silver



N PARTS Parts not used.

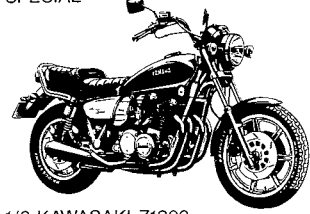


Cowling inside Board Semi Gloss Black

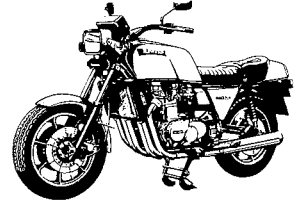


BUILD A COLLECTION OF TAMIYA PRECISION MOTORCYCLE MODELS

1/6 YAMAHA XS1100 LG MIDNIGHT SPECIAL



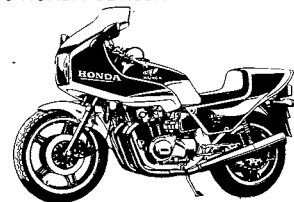
1/6 KAWASAKI Z1300



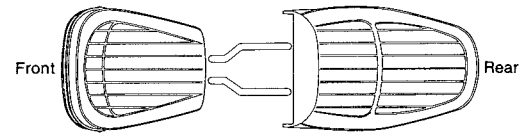
1/6 HONDA CB750F



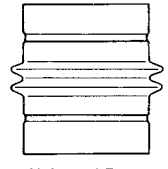
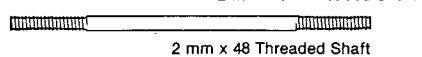
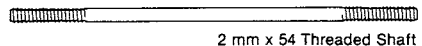
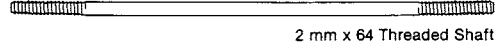
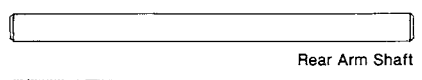
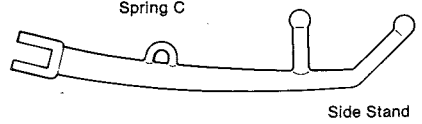
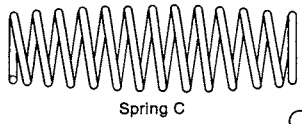
1/6 HONDA CB1100R



Saddle

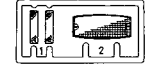


M PARTS



- Front Tyre
- Rear Tyre
- Inner Strut
- Handle Bar
- Wire Mesh
- Thin Vinyl Tubing (200 cm)
- Thick Vinyl Tubing (13 cm)
- Rubber Pipe (4 cm)

Red Parts



<Metal Parts Bag A>

- 3 mm x 6 Screw
- 2 mm Nut
- 2 mm x 28 Screw
- 2 mm x 24 Screw
- 2 mm x 15 Screw
- 2 mm x 10 Screw
- 2 mm x 8 Screw
- 2 mm x 6 Screw

<Metal Parts Bag B>

- 2 mm x 8 Screw
- 2 mm x 4 Screw
- Spring A
- Spring B
- Saddle Bracket A
- Saddle Bracket B
- Saddle Hinge