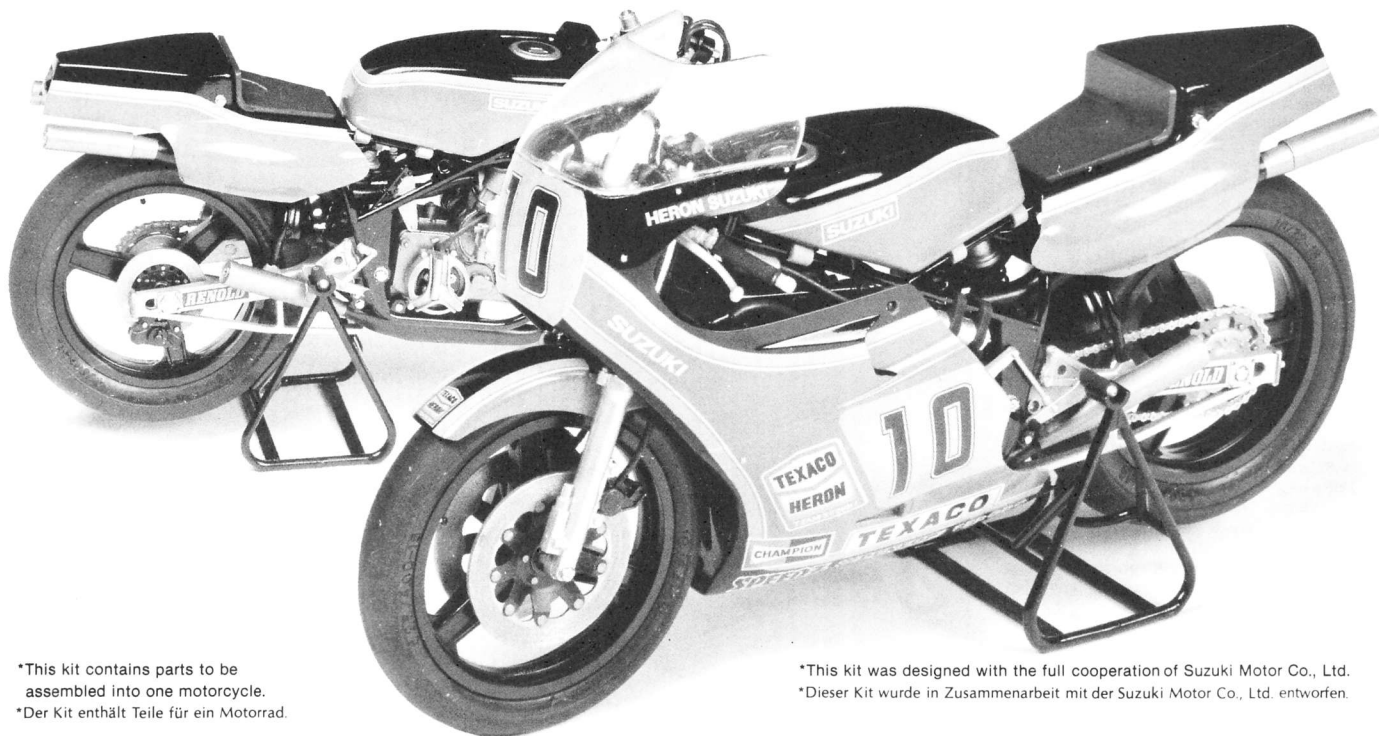


# SUZUKI RGB500

## GRAND PRIX RACER



1/12 MOTORCYCLE SERIES



\*This kit contains parts to be assembled into one motorcycle.  
\*Der Kit enthält Teile für ein Motorrad.

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

Motorcycle racing, just as Formula 1 car racing, have their own following of admirers and supporters. Cycle racing is divided into: road racing; off road, and trial competition, each with its own "World Championships." The most prestigious are the "Grand Prix" road races held in several European countries each year, and result in the award of the rider's trophy and manufacturer's trophy based upon the number of points the driver and equipment received during the season. The Grand Prix's are broken down according to the displacement of the motorcycle engine, and the 500cc class is regarded as the top ranked, most sought after racing title. Since 1979, four Japanese manufacturers have been entering their 500cc class racing bikes in Grand Prix competition, along with the others, and the racing is becoming more exciting and competitive.

Suzuki's challenge to world motorcycle competition started in 1960, and they were very successful with their 50cc and 125cc bikes; however, in 1967 they pulled out of competition at the Grand Prix level, but remained active and successful in world motocross competition. In 1974, Suzuki rejoined the Grand Prix circuit with an eye to winning the 500cc competition, but the next two years were not as successful as they would have liked; however, the Suzuki Motor Co. was not dismayed and continued developing and testing new ideas and concepts, knowing that all would shortly come together with a big win. In 1976, they won both the manufacturer's trophy and the rider's

trophy due to the excellent driving of Barry Sheene. Since then, Suzuki has been in the forefront of 500cc competition at the Grand Prix level winning both trophies again in 1977, and the manufacturer's trophy each year from 1976 to 1980. During these victory years, Suzuki has been continuously developing and improving their bikes.

The RGB 500, which won the manufacturer's trophy in 1980 is powered by a 4 cylinder, 2 stroke, water-cooled engine of 495cc displacement. The layout of the engine is in the "Square 4" format, developed by Suzuki in the 1960's to produce more power, and the 1980 version produces more than 110 horsepower. The front two cylinders sit in a lower position than the rear two, so that the airflow through the radiator is not obstructed, and contributes to a lower center of gravity. This bike also has the "Anti Nose Dive" front forks, that limit shock strut movement during braking, plus a full floating rear suspension system, developed first for their motocross bikes. All of these innovations provide excellent stability and handling.

\* \* \*  
Motorradrennen haben—genau wie auch die Formel 1 Rennen—ihre Bewunderer und Unterstützer. Motorradrennen sind unterteilt in Strassenrennen, Geländefahrten oder Moto-Cross. Jedes dieser Rennen hat seine eigene Weltmeisterschaft. Am bekanntesten sind die "Grand Prix" Strassenrennen, welche in einigen europäischen Ländern jedes Jahr gefahren werden. Fahrer und Hersteller erhalten beide, je nach erreichten Punkten

einen Pokal. Die Grand Prix Rennen werden in verschiedene Klassen, je nach Cubic, unterteilt. Die 500 cc Klasse steht an der Spitze. Seit 1979 haben vier japanische Hersteller ihre 500er Motor-Räder zur Grand Prix Meisterschaft angemeldet und die Rennen brachten mehr Erregung und Konkurrenzkampf auf die Strecken. Bereit 1960 konnte Suzuki erfolgreich mit den 50cc und 125cc Maschinen in die Meisterschaft eindringen. 1967 zog sich Suzuki aus den Rennen zurück, blieb aber erfolgreich und aktiv in dem Welt-Moto-Cross Kampf. Schon 1974 kam dann Suzuki wieder in die Grand Prix Rennen zurück, mit dem Ziel, die 500cc Klasse zu gewinnen. Obwohl die nächsten 2 Jahre nicht so erfolgreich waren, blieb Suzuki dabei, neue entwicklungen und Ideen weiter zu verfolgen, wohl wissend, dass all diese Arbeit in Kürze zu einem grossen Sieg führen würde. 1976 wurde dann die Fahrer und Herstellermeisterschaft gewonnen. Fahrer war Barry Sheene. Seit dieser Zeit blieb Suzuki in der Front der 500 cc Klasse und konnte 1977 wiederum beide Meisterschaften gewinnen, die Hersteller-Meisterschaft von 1976 bis 1980, jedes Jahr. Trotz aller Siege, Suzuki entwickelte und verbesserte seine Maschinen fortlaufend. Die RGB 500, welche die Hersteller-Meisterschaft 1980 gewann, hat eine 4 Zylinder, 2 Taktmotor mit 495 cc. Der Motor ist im "Square 4"-Format, von Suzuki in den 60er Jahren entwickelt, und die 1980 Version hat über 110 PS. Die vorderen 2 Zylinder sitzen etwas tiefer als die Hinteren. Die "Anti Nose Dive" Vorderradgabel und die Hinterradaufhängung wurden neu geschaffen und bringen beste Stabilität und Fahrverhalten.

**READ BEFORE ASSEMBLY.**  
**ERST LESEN — DANN BAUEN.**



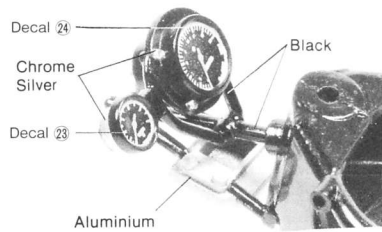
- ★ Study the instructions and photographs before commencing assembly.
- ★ You will need a sharp knife, a screwdriver, a file and a pair of pliers.
- ★ Do not break parts away from sprue, but cut off carefully with a pair of pliers.
- ★ Use cement sparingly. Use only enough to make a good bond.
- ★ Apply cement to both parts to be joined.

This mark denotes paint colour. Page 8 has detailed painting instructions; however, some parts should be painted prior to the model's completion, and these are called out during assembly.

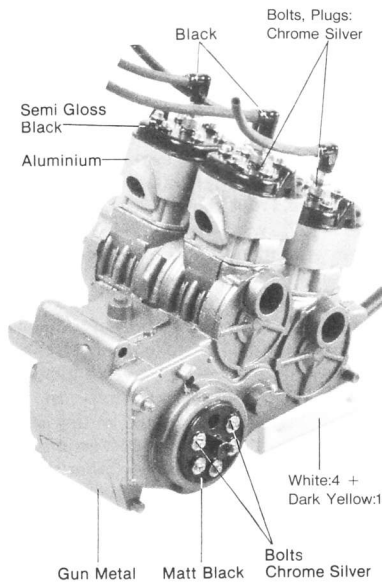
★ Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.

- ★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken. Teil vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.
- ★ Abziehbilder vorsichtig von der Unterlage im Wasser abschieben, auf richtigen Sitz achten und gut trocknen lassen.
- Zeichen für Bemalung.

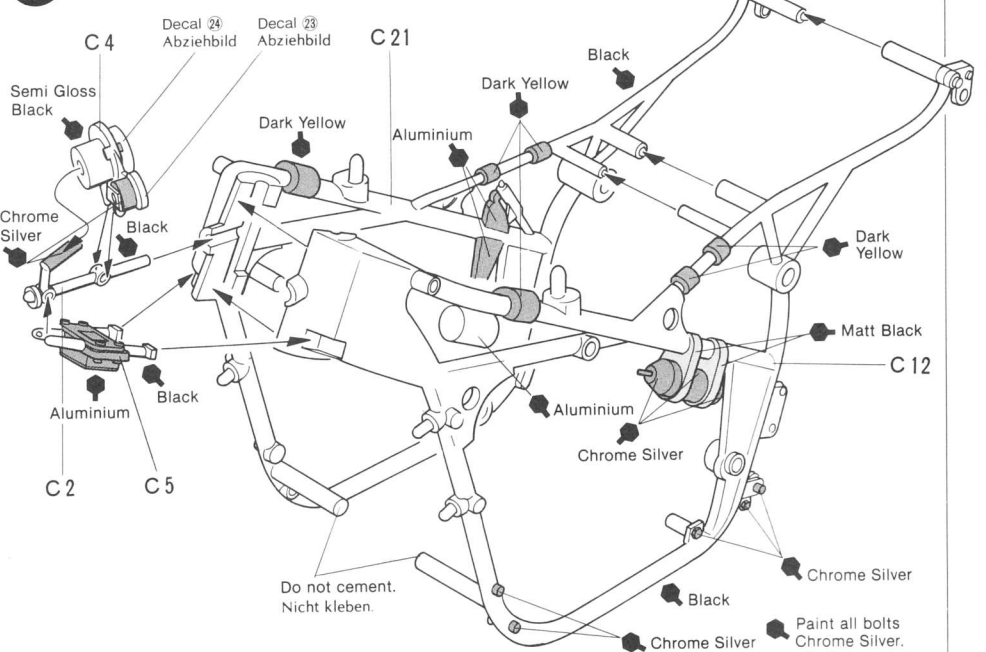
**1** «Meter»  
«Tachometer»



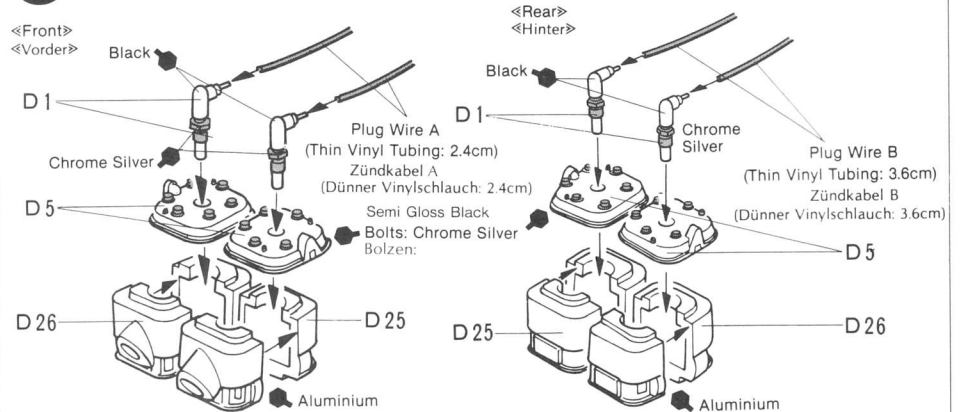
**3** «Engine»  
«Motor»



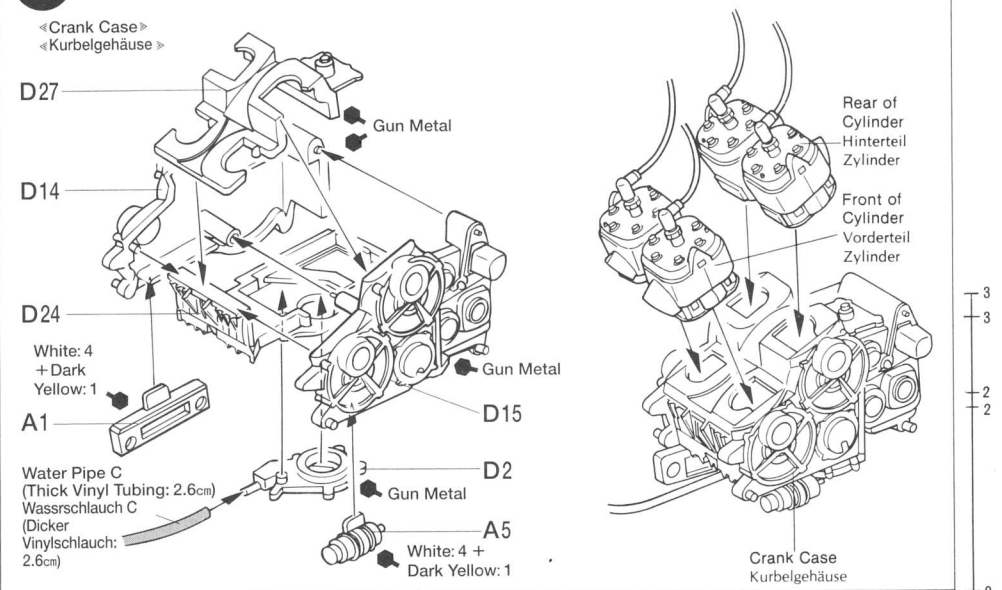
**1** Frame Assembly  
Rahmenbau



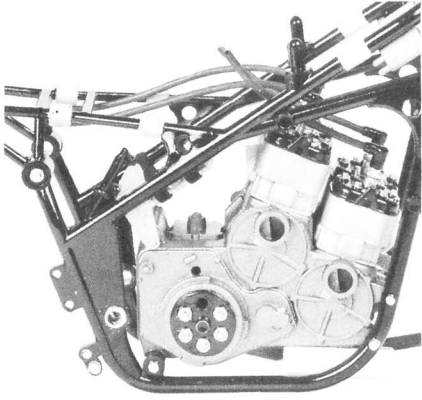
**2** Assembly of Cylinders  
Zylinder Montage



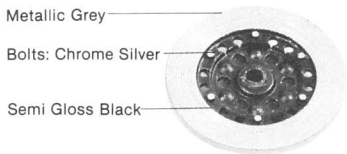
**3** Assembly of Engine  
Motorenbau



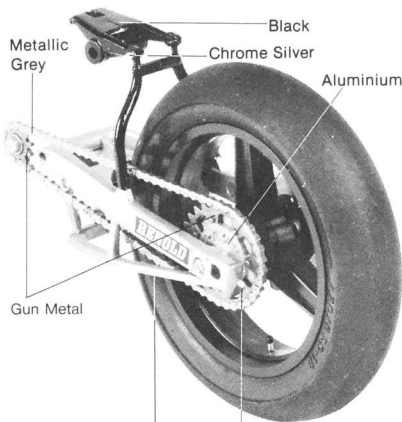
**4** «Mounted Engine»  
«Eingebauter Motor»



**5** «Rear Disc»  
«hintere Brems Scheibe»

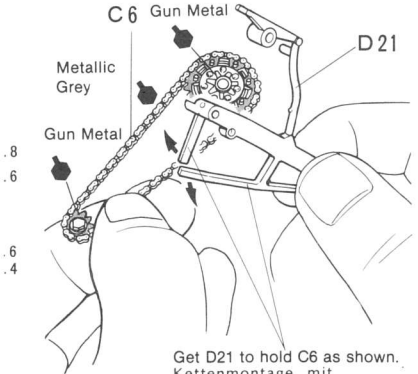


**7** «Rear Swing Arm»  
«Hinterradgabel»



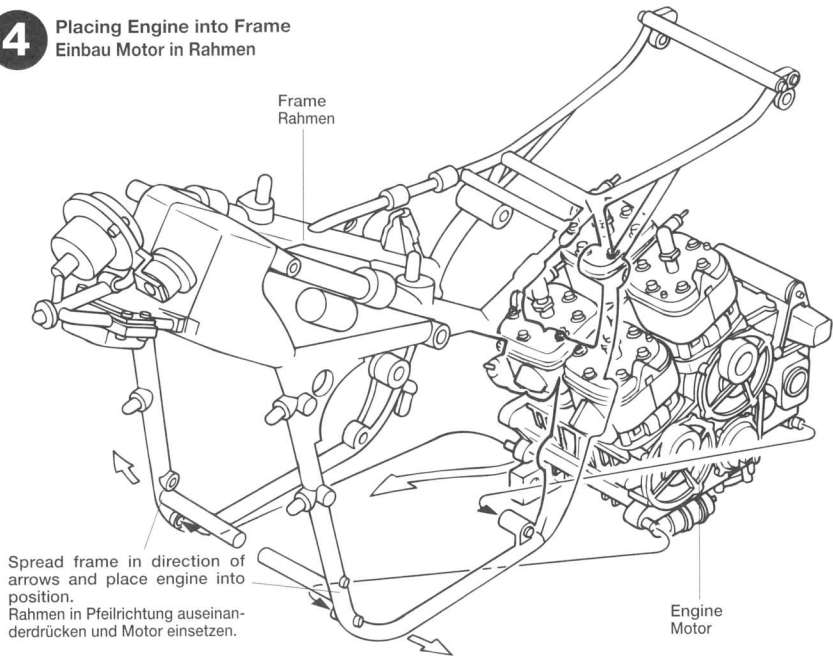
Metallic Grey:1+ Chrome Silver:1  
Metallic Grey

«Attaching C6»  
«Einbau C6»



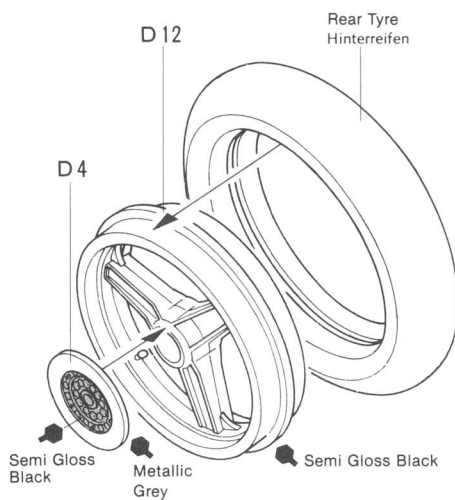
Get D21 to hold C6 as shown.  
Kettenmontage mit D21 wird C6 gehalten, siehe Bild.

**4** Placing Engine into Frame  
Einbau Motor in Rahmen



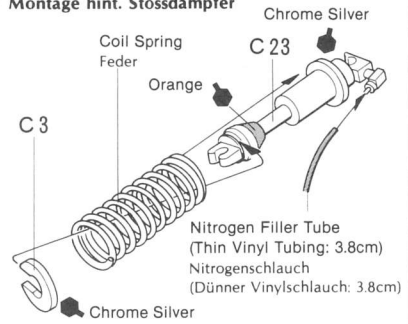
Spread frame in direction of arrows and place engine into position.  
Rahmen in Pfeilrichtung auseinanderdrücken und Motor einsetzen.

**5** Assembly of Rear Wheel  
Hinterrad Montage

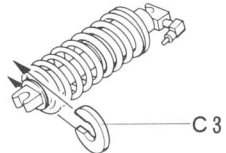


Semi Gloss Black  
Metallic Grey  
Semi Gloss Black

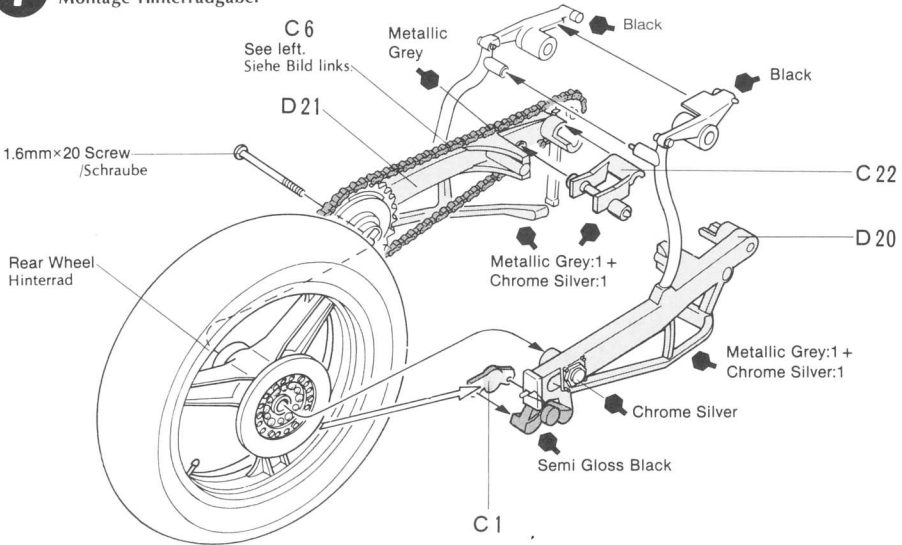
**6** Assembly of Rear Shock Absorber  
Montage hint. Stößdämpfer



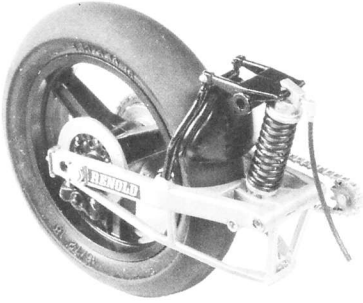
«Attaching C3»  
«Einbau C3»



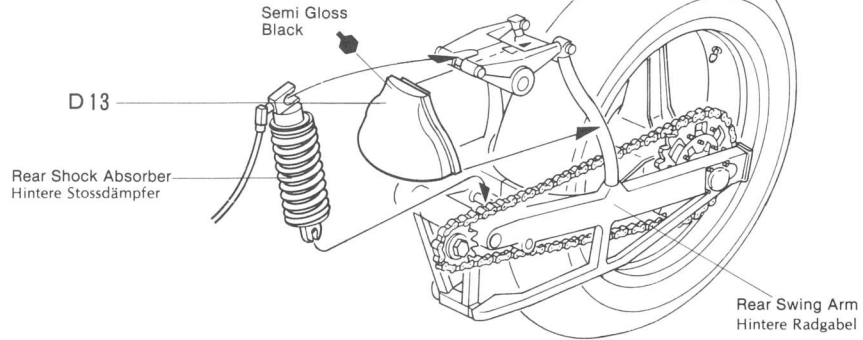
**7** Assembly of Rear Swing Arm  
Montage Hinterradgabel



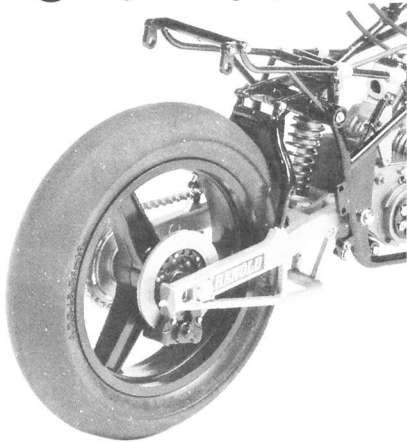
**8** «Attached Rear Shock Absorber»  
«Eingebauter Stossdämpfer»



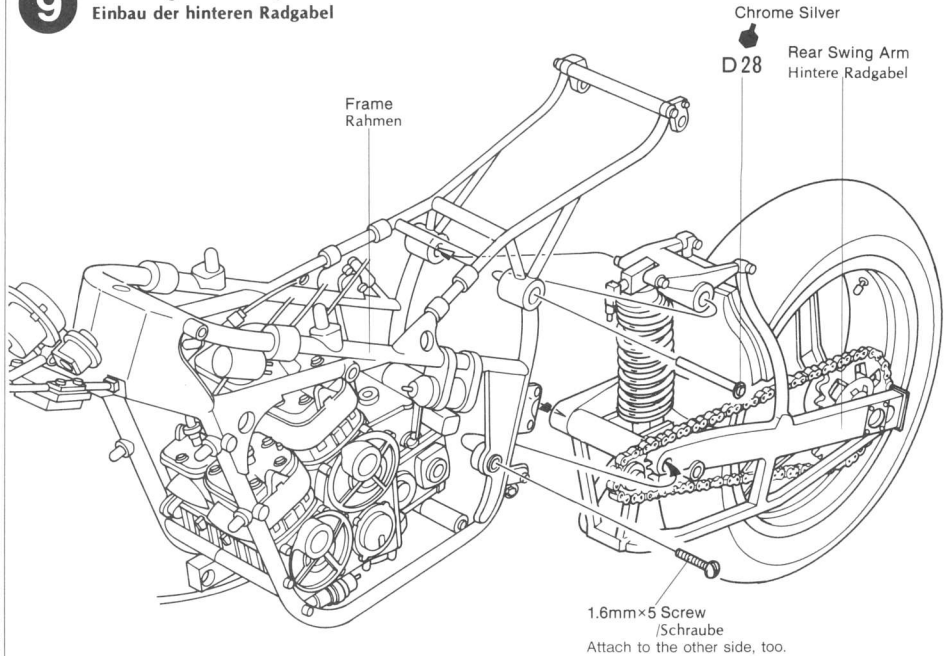
**8** Attaching Rear Shock Absorber  
Einbau hintere Stossdämpfer



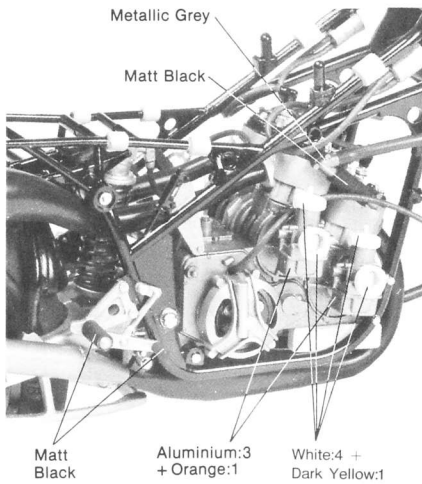
**9** «Attached Rear Swing Arm»  
«Eingebautes Radgabel»



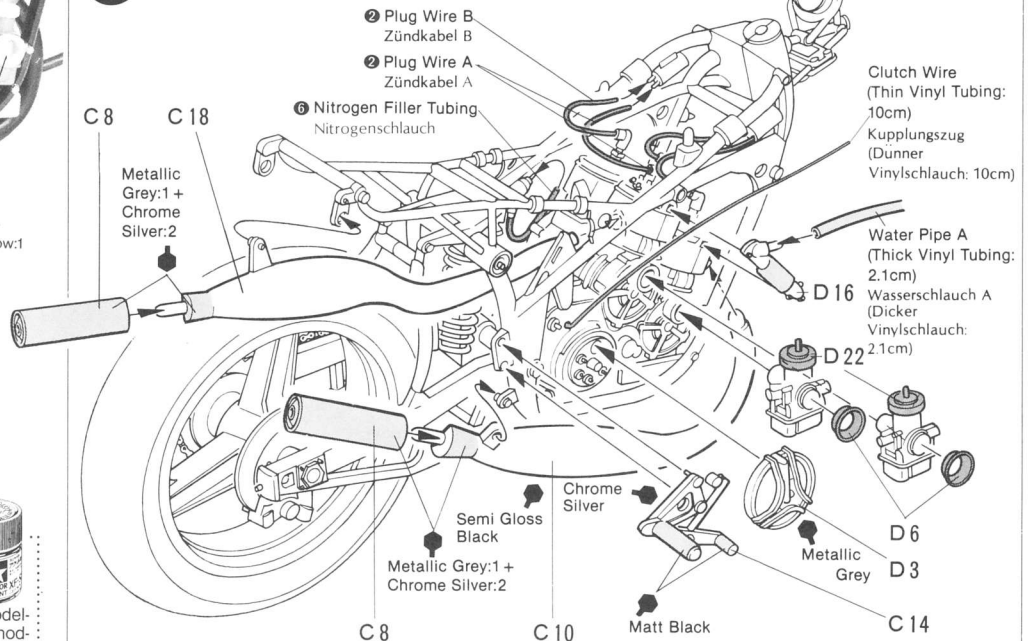
**9** Attaching Rear Swing Arm  
Einbau der hinteren Radgabel



**10** «Right Side of Frame»  
«Rechte Seitendes Rahmen»  
«Individual Painting»  
«ind. Bemalung»



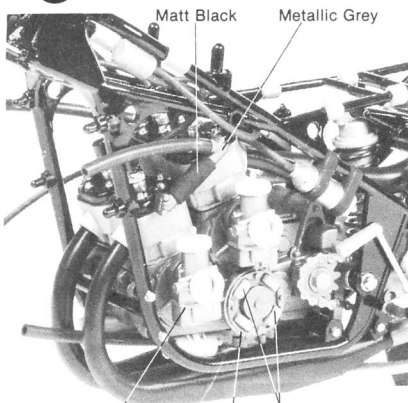
**10** Finishing Right Side of Frame  
Endmontage rechte Rahmenseite



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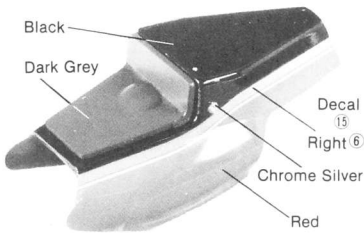


**11** «Left Side of Frame»  
«Linke Seite des Rahmen»



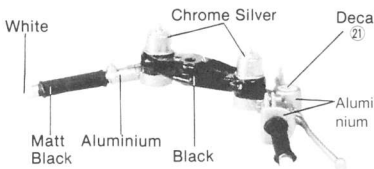
Matt Black Metallic Grey  
Aluminium:3+ Orange:1 Gun Metal White:4 + Dark Yellow:1

**12** «Seat Cowl»  
«Sitzverkleidung»



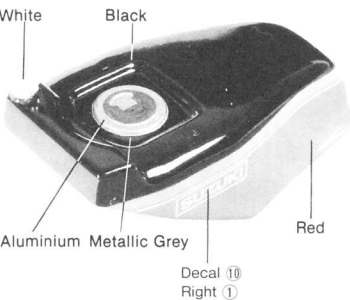
Black Dark Grey Decal 15 Right ⑥ Chrome Silver Red

**13** «Handle Bar»  
«Lenkstange»



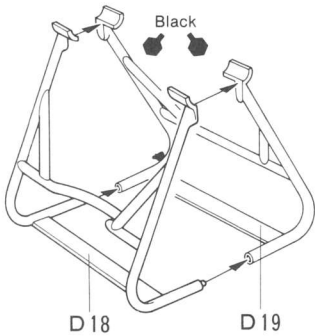
White Chrome Silver Decal 21 Aluminium Matt Black Aluminium Black

**14** «Fuel Tank»  
«Tank»



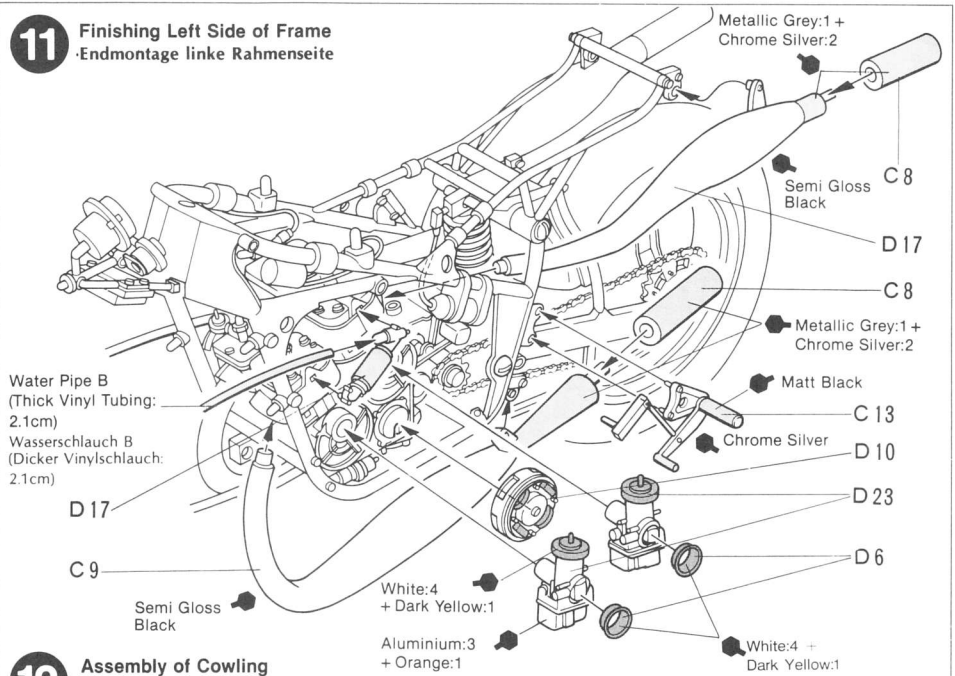
White Black Aluminium Metallic Grey Red Decal 10 Right ①

**15** «Assembly of Stand»  
«Ständer»



D18 D19

**11** Finishing Left Side of Frame  
Endmontage linke Rahmenseite



Water Pipe B (Thick Vinyl Tubing: 2.1cm)  
Wasserschlauch B (Dicker Vinylschlauch: 2.1cm)

D17

C9

Semi Gloss Black White:4 + Dark Yellow:1 Aluminium:3 + Orange:1

Metallic Grey:1 + Chrome Silver:2

C8

D17

C8

Metallic Grey:1 + Chrome Silver:2

Matt Black

C13

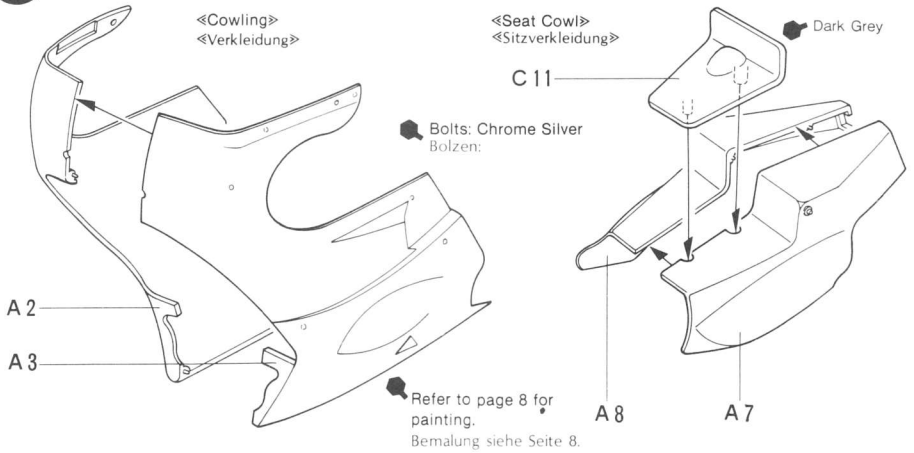
Chrome Silver

D10

D23

D6

**12** Assembly of Cowling  
Zusammenbau der Verkleidung



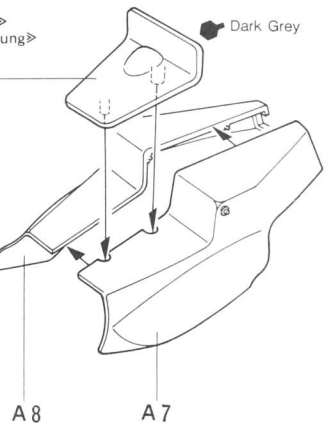
«Cowling» «Verkleidung»

«Seat Cowl» «Sitzverkleidung»

A2

A3

Bolts: Chrome Silver Bolzen:



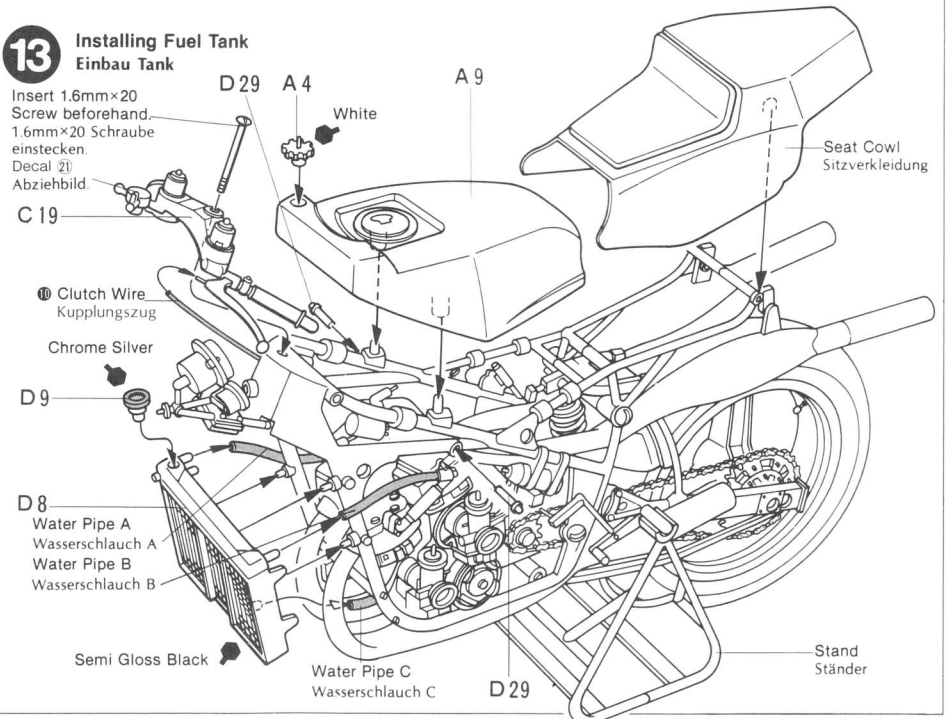
Refer to page 8 for painting.  
Bemalung siehe Seite 8.

A8

A7

**13** Installing Fuel Tank  
Einbau Tank

Insert 1.6mm×20 Screw beforehand.  
1.6mm×20 Schraube einstecken.  
Decal 21 Abziehbild.



D29

A4

C19

Clutch Wire Kupplungszug

Chrome Silver

D9

D8

Water Pipe A Wasserschlauch A  
Water Pipe B Wasserschlauch B

Semi Gloss Black

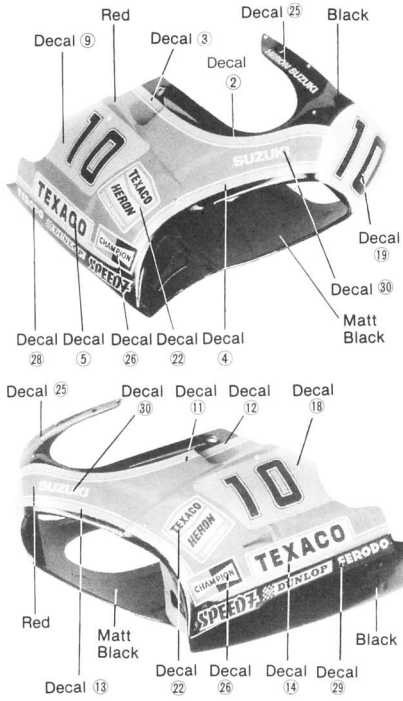
Water Pipe C Wasserschlauch C

D29

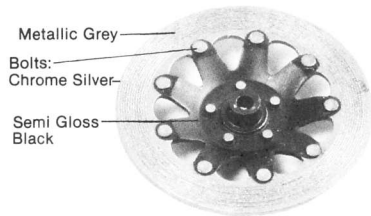
Stand Ständer

Seat Cowl Sitzverkleidung

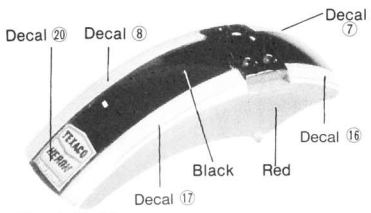
**14** «Cowling»  
«Verkleidung»



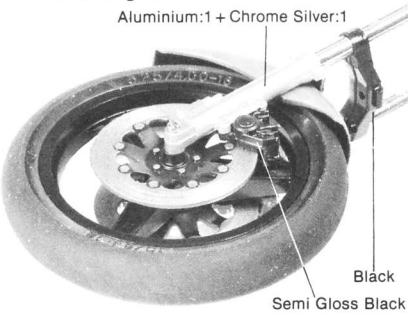
**15** «Front Disc»  
«Vordere Bremsscheibe»



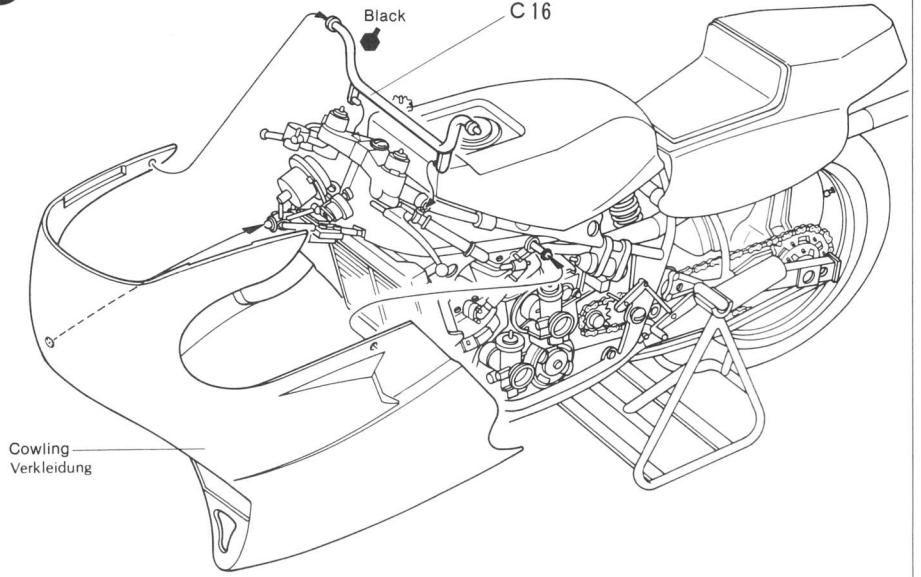
**16** «Front Fender»  
«Schutzenlech»



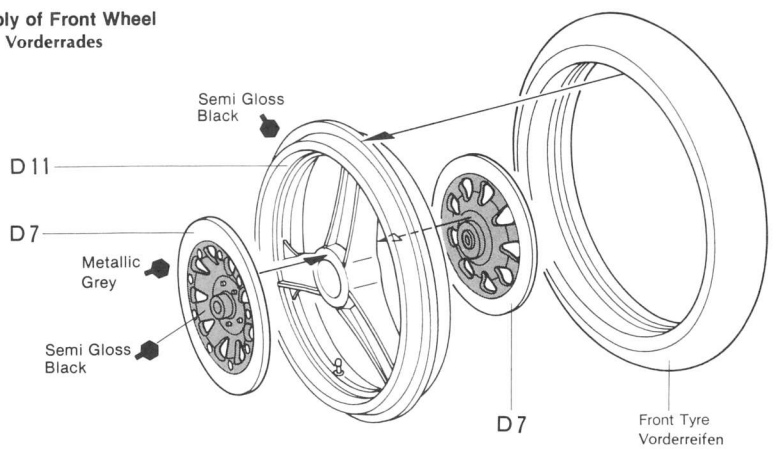
«Front Fork»  
«Vorderradgabel»



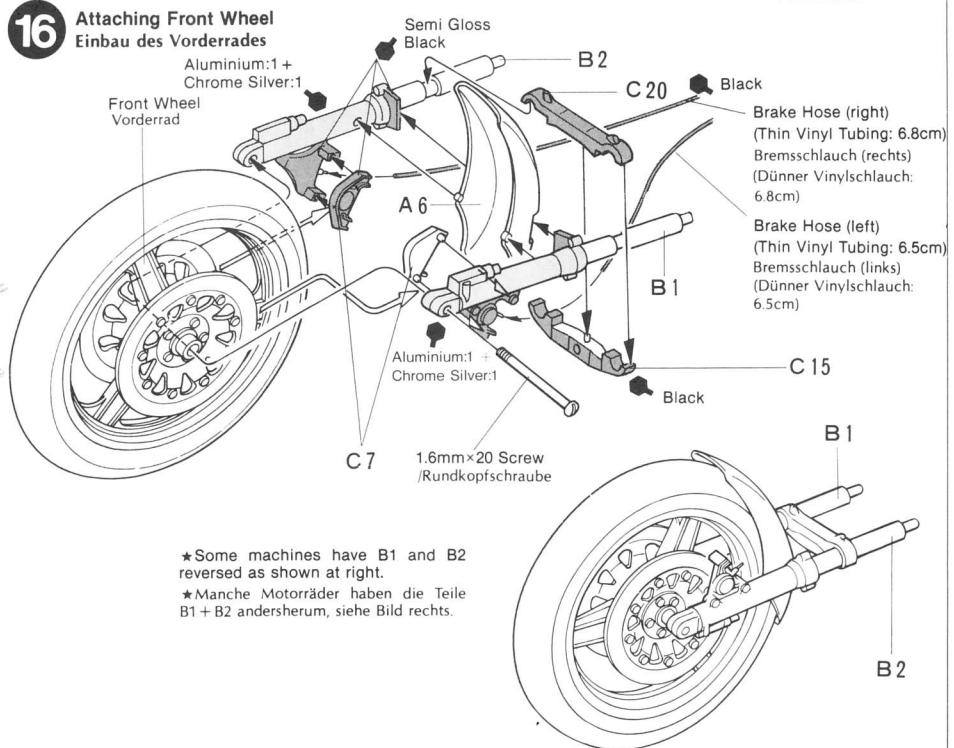
**14** Attaching Cowling  
Einbau der Verkleidung



**15** Assembly of Front Wheel  
Bau des Vorderrades

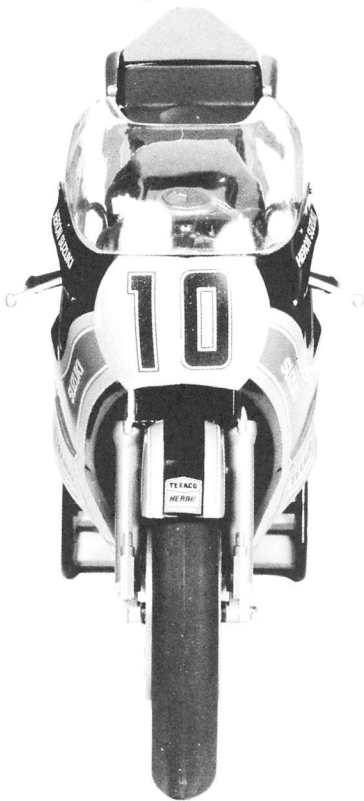


**16** Attaching Front Wheel  
Einbau des Vorderrades

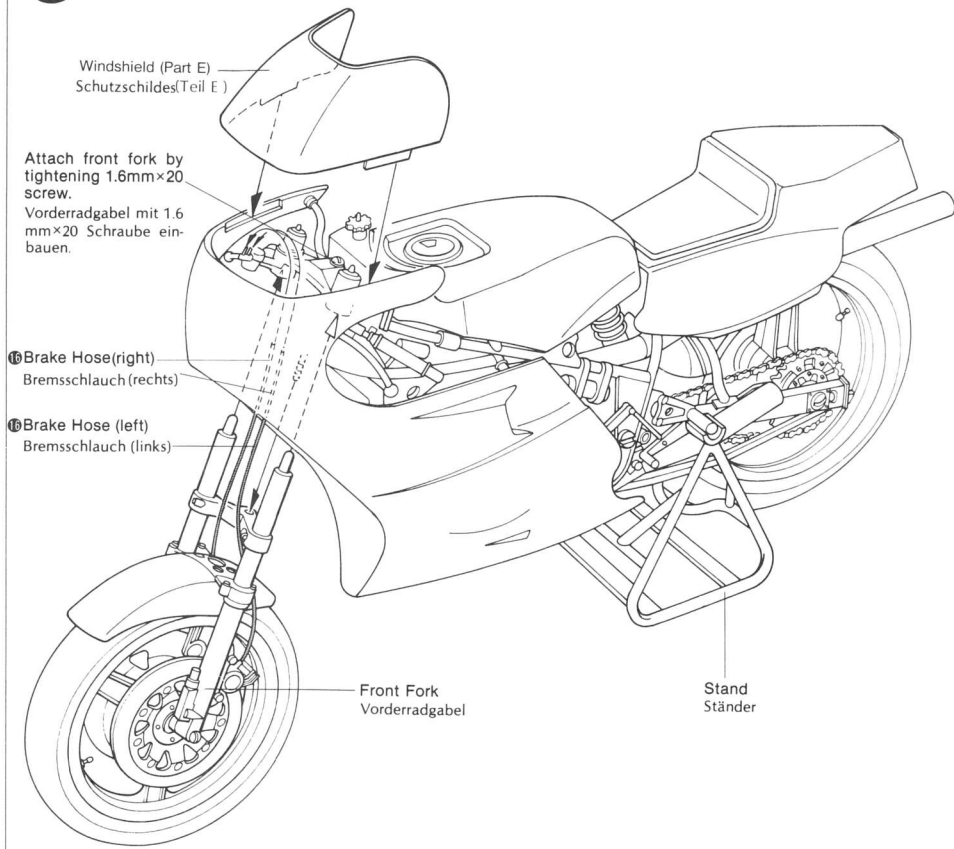


\*Some machines have B1 and B2 reversed as shown at right.  
\*Manche Motorräder haben die Teile B1 + B2 andersherum, siehe Bild rechts.

**17** <<Completion>>  
<<Endmontage>>

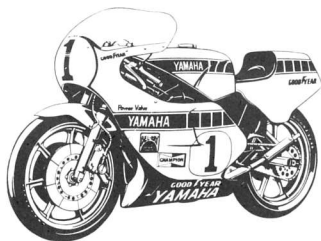


**17** Final Assembly  
Endmontage



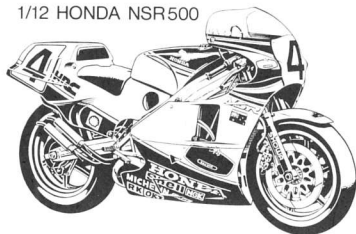
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1/12 YAMAHA YZR500 G.P. RACER

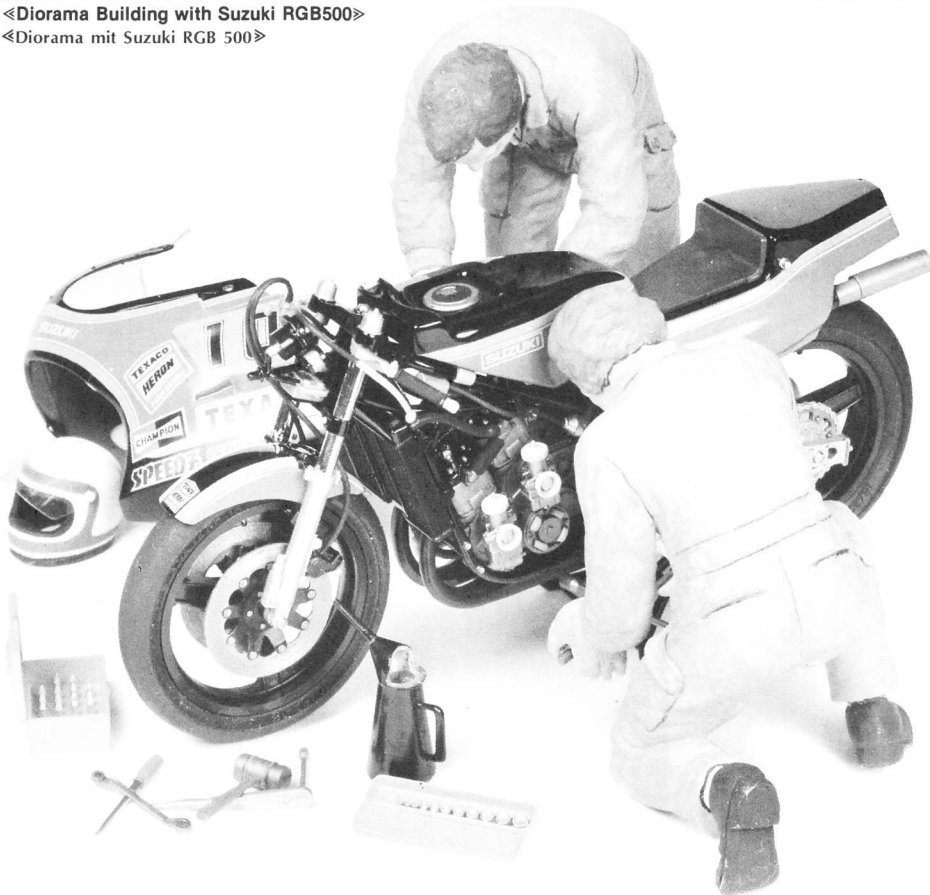


1/12 HONDA NSR500

1:8  
1:5



<<Diorama Building with Suzuki RGB500>>  
<<Diorama mit Suzuki RGB 500>>



\*Driver figure has been modified from kit.

[www.tamiya.com](http://www.tamiya.com)

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# PAINTING



# APPLYING DECALS

## «Painting and marking of Suzuki RGB500»

Three Suzuki dealers in England; Italy and Holland field teams using the RGB 500. This kit contains the markings, and shows colours for the British team from the Heron Co. During 1980, the Heron Suzuki was raced by drivers R. Mamola and G. Crosby in Grand Prix competition, and the racing numbers were changed each race and not fixed. The Heron bike has a two tone black and red base colour with yellow stripes. Box side illustrations show the colours of the other teams, and it would be interesting and educational to do up all three teams for a diorama setting.

## «Bemalung der Suzuki RGB500»

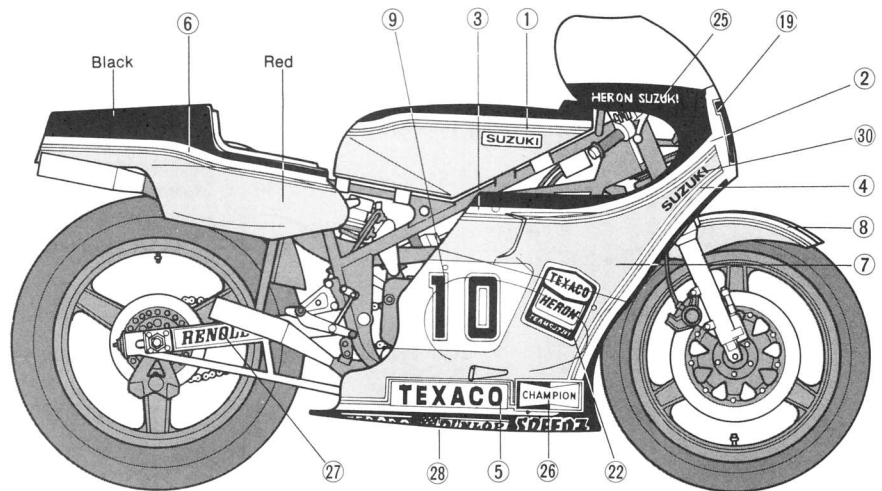
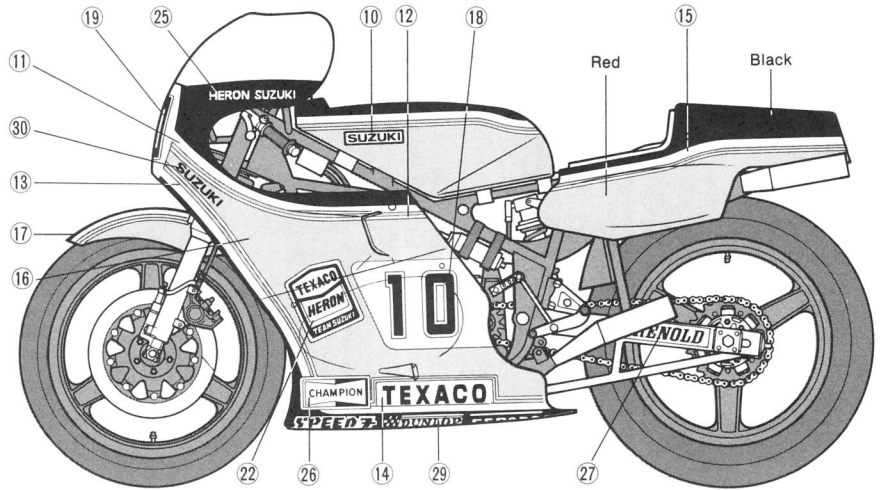
Die Mannschaften der 3 Suzuki Händler in England, Italien und Holland fahren die RGB500. Der Kit hat die Bilder dieser Teams. Gezwigt werden die Farben des brit. Teams der Heron Co. 1980 wurde die Heron Suzuki von R. Mamola und G. Crosby im Grand Prix gefahren. Die Nummern wurden bei jedem Rennen gewechselt. Das Motorrad von Heron ist zweifarbig—schwarz und rot—mit gelben Streifen. Die Bilder auf dem Karton zeigen die Maschinen der anderen Teams. Alle drei Rennmaschinen nebeneinander in einem Diorama zeigt dann die Welt der Grand-Prix Motorrad-Rennen.

## «Colours Required»

### «Bemalung»

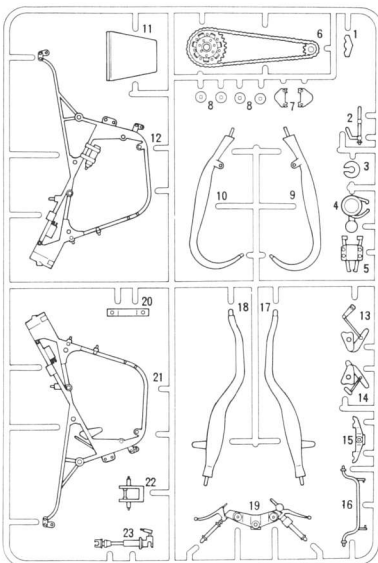
- Red
- Black
- White
- Orange
- Gun Metal
- Chrome Silver
- Matt Black
- Aluminium
- Metalllic Grey
- Dark Yellow

«Suzuki G.B. Team»  
«Suzuki GB Team»

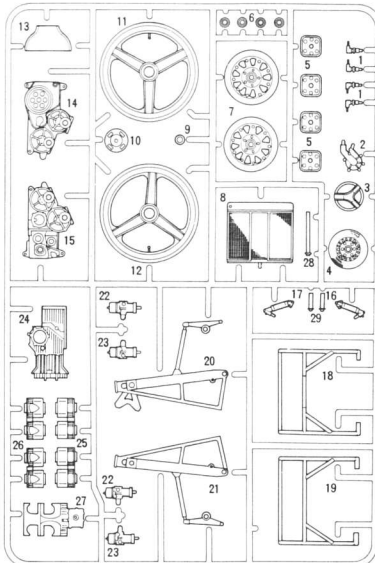


# PARTS

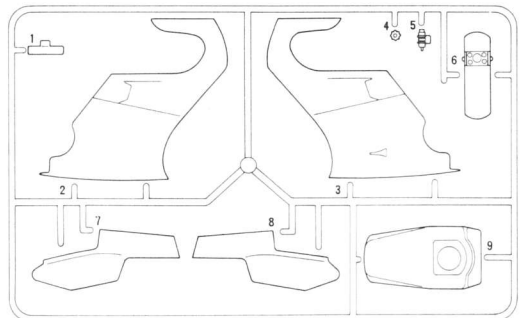
## C PARTS



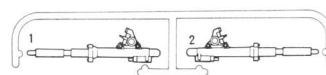
## D PARTS



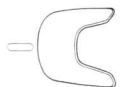
## A PARTS



## B PARTS



## E PARTS



### «Metal Bag»

- Front Tyre
- Rear Tyre
- Coil Spring
- 1.6mm x 20 Screw
- 1.6mm x 5 Screw
- Thick Vinyl Tubing (10cm)
- Thin Vinyl Tubing (50cm)

Decal