

HONDA VF750F

FULLY COWLED

1/12 MOTORCYCLE SERIES



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

The Honda Motorcycle Company, now the largest producer of bikes in the world, dropped out of World class racing for a number of years, but began again in 1979 with entry in the 500cc World Championship Road races. Their entry was the NR500 4 stroke V 4 cylinder racing machine. The majority of bikes in this class were two stroke machines and Honda did not fare well with their entry so in 1982 they entered the NS500 2 stroke bike. Even though Honda was not successful with the four stroke machine they gathered much technical knowledge that has later been used by them in the production of their newly designed and released VF series bikes. All of Honda's "Supersport" bikes have had multi cylinder engines installed such as their parallel 4 and 6 cylinder bikes however; in April 1982, they begin to release the V format engine bikes such as the VF750 and VT250 in touring versions. Many motorcycle fans prefer the Super sport versions as they are pretty much copied from their racing counterparts. The VF750F is such a bike. Engine layout is the same as that in the touring bikes, but internally the engine is quite different. It is a DOHC 16 valve, four cylinder water cooled unit of 748cc in a 90 degree "V"

format. It is red lined at 10,500RPM and the domestic and export versions have a 72hp and 84hp output. They have utilized a newly developed clutch system of a back torque limiting type so that down shifting at high speeds will not cause the rear wheel hopping due to the sudden slowing of engine braking. Engine is rigid mounted in a double cradle square tube frame of light, but very hard metal pipe, which had been proven on the race tracks of Europe. Rear suspension is the Honda Pro-Link system and the front is normal telescopic with the left fork having TRAC anti nose dive suppression. Honda started its climb to fame with the CB750 in 1969 and continues the climb with the VF750F in 1982.

* * *

Vor einigen Jahren stieg Honda, z.Zt. der grösste Motorradhersteller der Welt, aus den Weltklasse Rennen der Motorräder, aus 1979 kam aber Honda wieder in die 500cc Klasse mit der NR500, Vier-Takt, "V" 4 Zylinder, Rennmaschine. Die Überlegenheit in dieser Klasse hatten jedoch die Zwei-Takt-Räder, jedoch Honda hatte 1982 mit seinen NS500 Zweitakter, keinen Erfolg. Obwohl Honda auch mit seinen 4-Taktern nicht so richtig lag, brachten aber die

technischen Erkenntnisse viele Vorteile in der neu entwickelten VF Serie. Alle Supersport Maschinen von Honda hatten Mehrzylinder Motore, 4 oder 6 Zylinder, aber im April kamen die neuen Motorräder mit dem "V" Motor wie die VF750 und die VT250 der Touringserie. Viele Fans lieben die Super Sport Version, da diese sehr gut nach den Rennmaschinen kopiert sind. Die Motoren sind dieselben, wie die, der Touring-Serie, aber innerlich ist der Motor ganz anders. Es ist ein DOHC Motor mit 16 Ventilen, 4 Zylindern, wassergekühlt mit 748cc im Format von 90° "V". 10,500 RPM mit 72 PS oder 84 PS. Ein neu entwickeltes Kupplungssystem mit begrenzter Schubwirkung, sodass bei Rückschaltung mit grosser Geschwindigkeit das Hinterrad nicht zu hüpfen anfängt. Der Motor ist stabil, in einem Doppelrahmen aus eckigem Rohr von leichtem Gewicht, montiert, welches sich auf den Rennstrecken Europas bereits bewährt hat. Hinterradaufhängung ist die Honda Pro-Link und vorne wird das normale Teleskopsystem verwendet, welches auch die Anti Nose Dive Aufhängung hat. Honda begann mit der CB750 berühmt zu werden, das war 1969, und 1982 mit der VF750F immer auf der Erfolgsleiter weiter zu steigen.

**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.
- ★ Use cement sparingly. Use only enough to make a good bond.
- ★ Apply cement to both parts to be joined.

- ★ Make sure to ventilate room, when you use cement and paints.

This mark denotes paint color, with color names and numbers for Tamiya Acrylic Paints and Tamiya Paint Markers. Page 8 has 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.

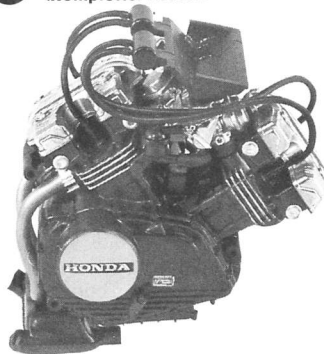
- ★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln.

- ★ Teile 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.

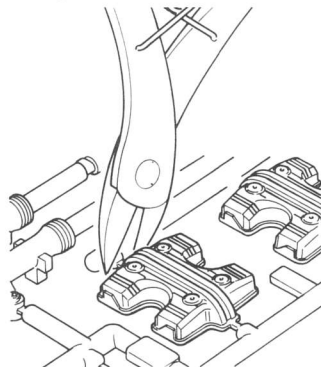
- ★ Dieses Zeichen zeigt die Farbe und Farbnummer der Tamiya Acryl-Farben und Paint Marker.

**2 «Completed Engine»
«Kompletter Motor»**

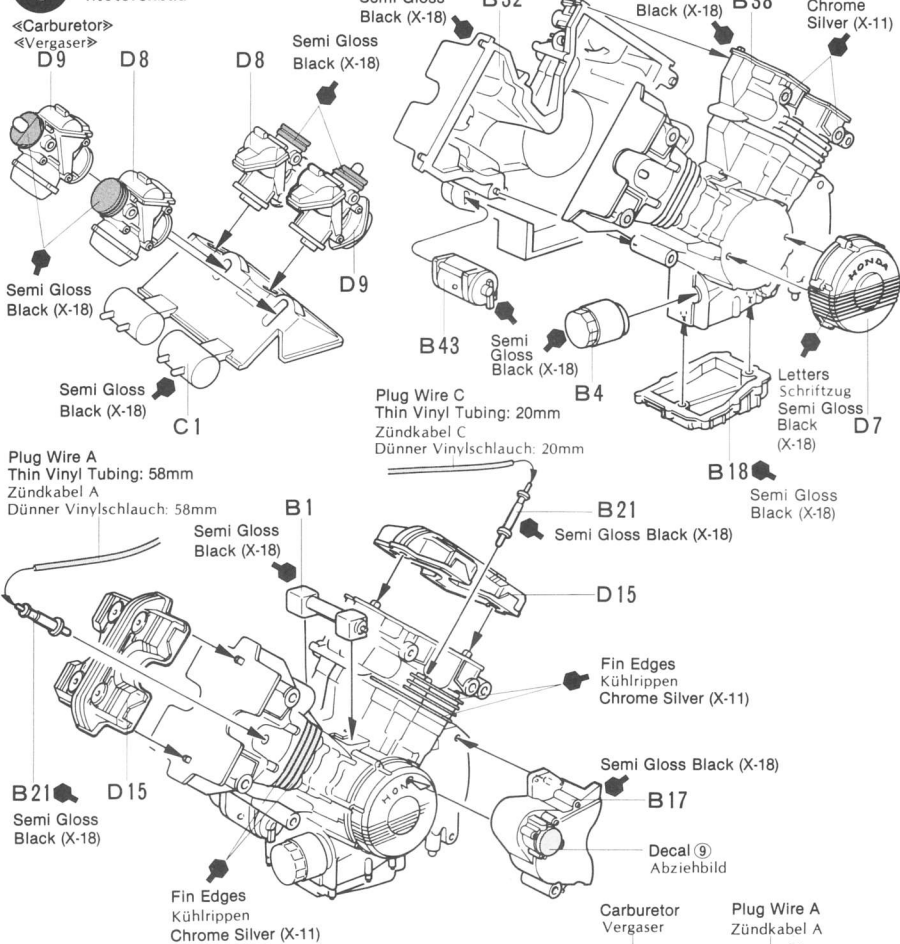


- ★ Do not break parts away from sprue, but remove them carefully with a cutting tool.

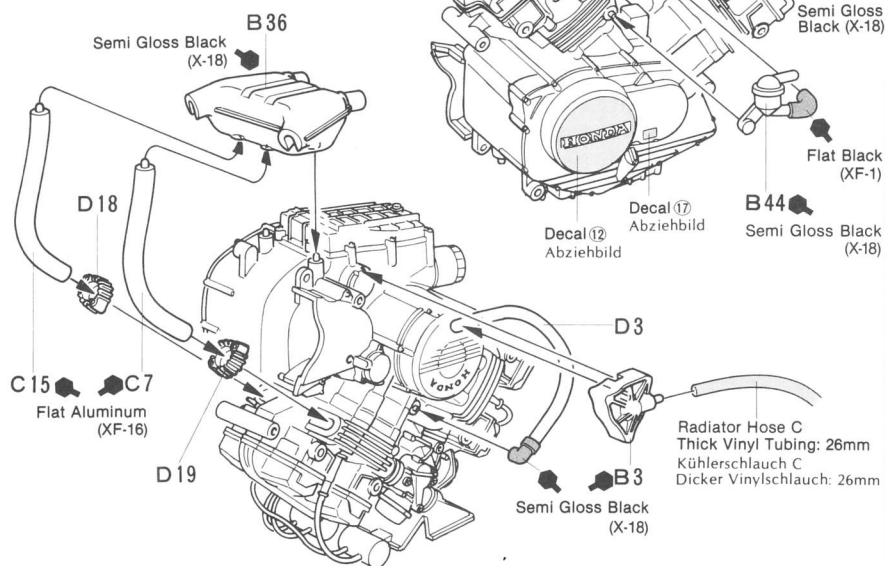
- ★ Bauteile nicht vom Spritzling abbrechen vorsichtig abschneiden oder abwickeln.



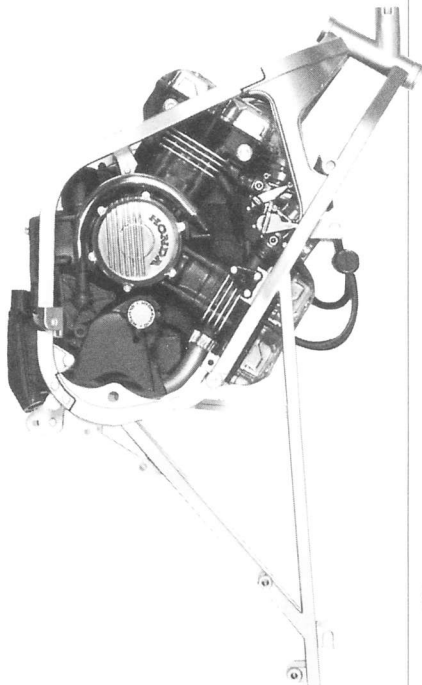
**1 Assembly of Engine
Motorenbau**



**2 Attaching Exhaust Pipes
Anbringung der Auspuffrohre**



3 «Mounted Engine» «Eingebauter Motor»

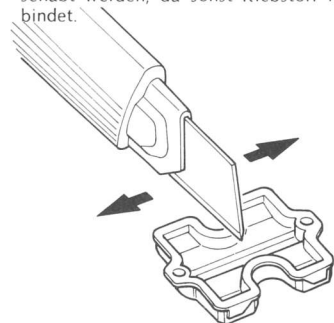


5 «Swing Arm» «Radgabel»



★ 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.

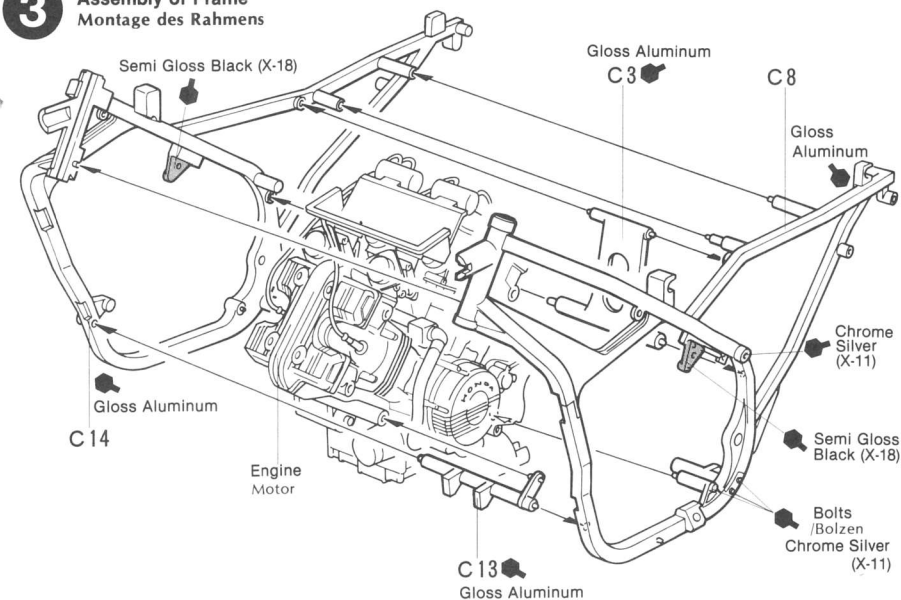


Tamiya rubbing compound

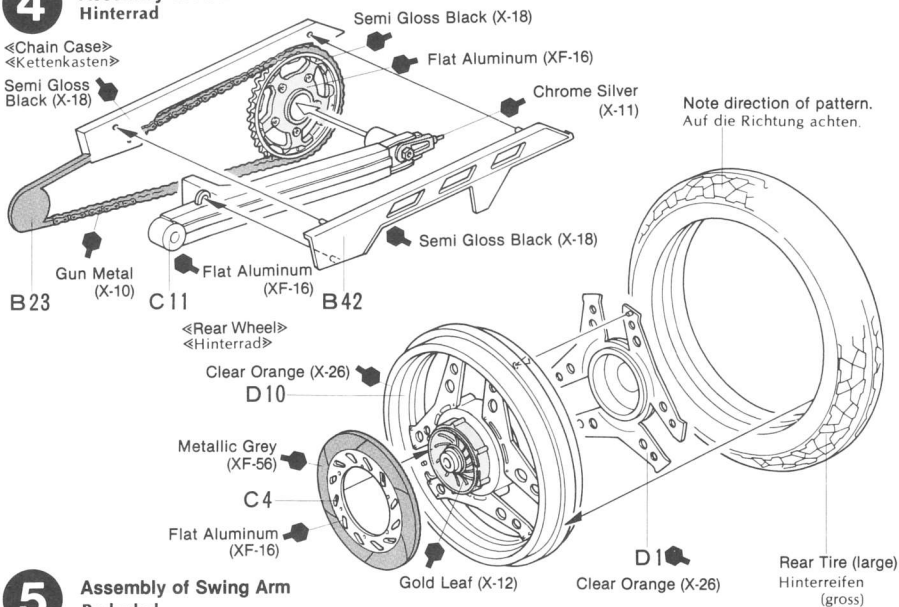


Used for preparation of plastic surfaces prior to painting and for adding the final polishing to painted surfaces. It can be used to polish out paint overspray from the base coat for a perfect finish.

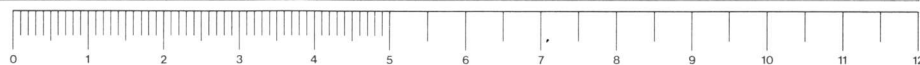
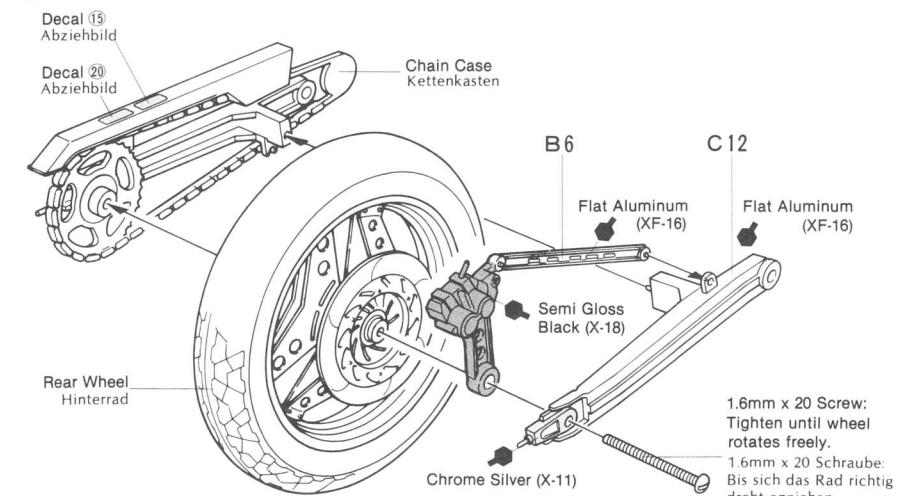
3 Assembly of Frame Montage des Rahmens



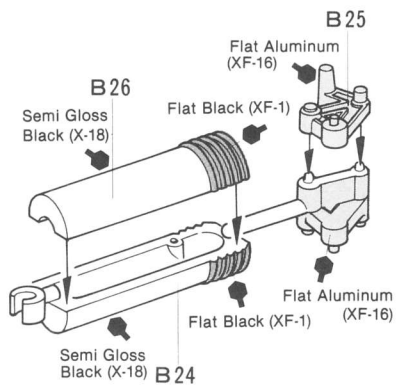
4 Assembly of Rear Wheel Hinterrad



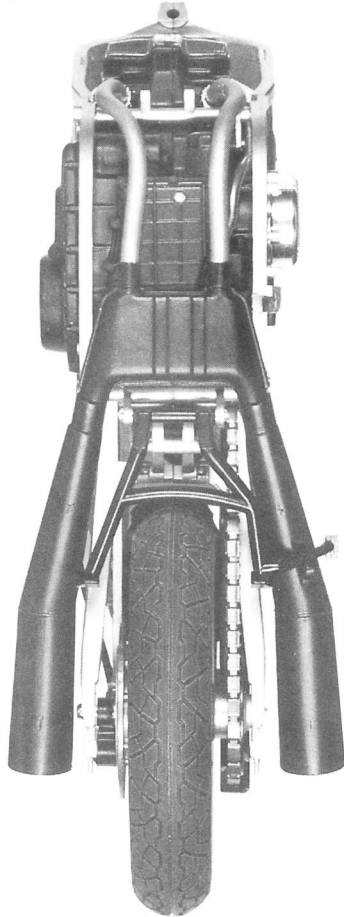
5 Assembly of Swing Arm Radgabel



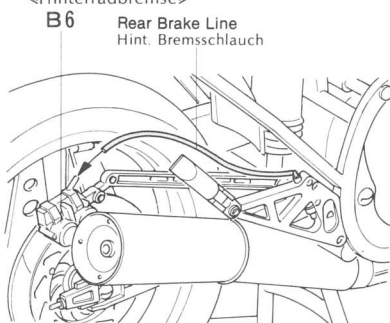
6 «Rear Shock Absorber» «Hinterstossdämpfer»



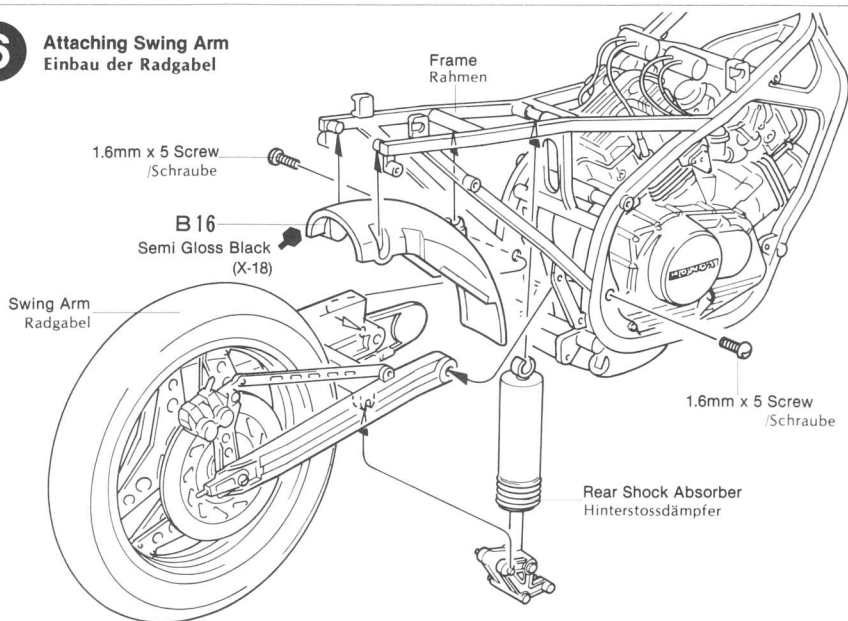
8 «Mufflers» «Eingebaute Auspuffe»



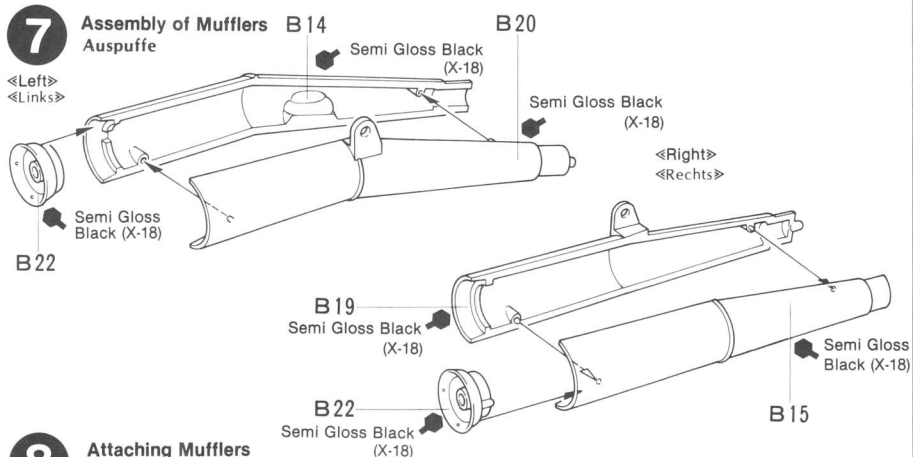
«Attaching Rear Brake Line» «Hinterradbremse»



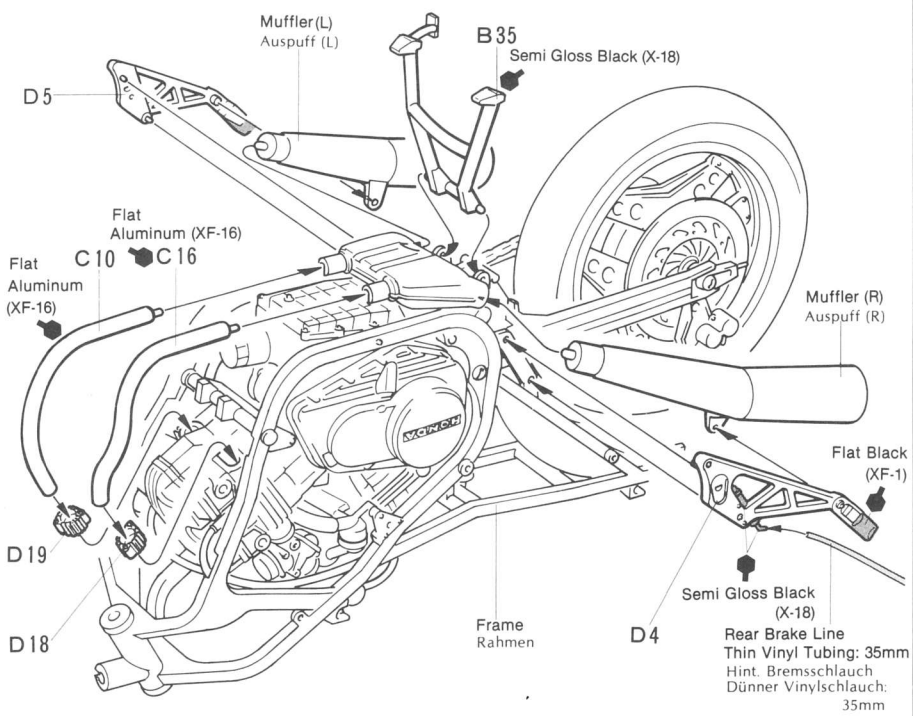
6 Attaching Swing Arm Einbau der Radgabel



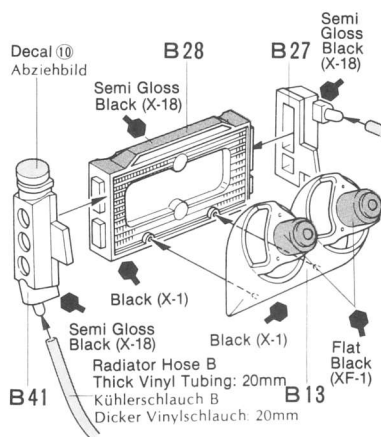
7 Assembly of Mufflers Auspuffe



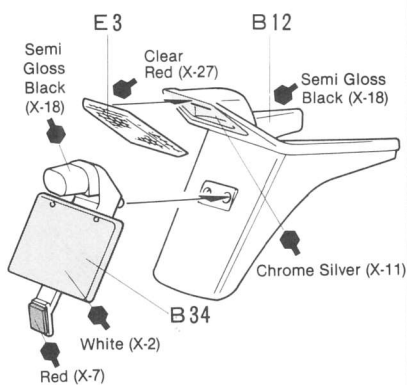
8 Attaching Mufflers Einbau der Auspuffe



9 «Radiator» «Kühler»

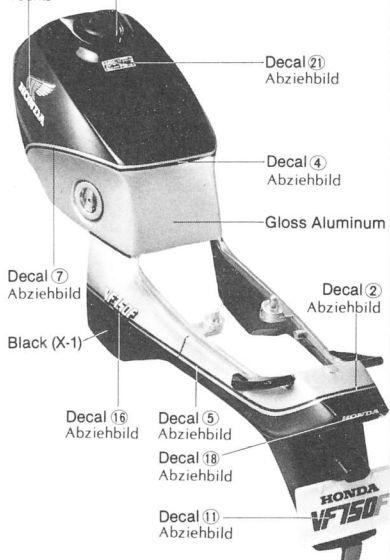


10 «Rear Fender» «Hint. Schutzblech»



«Painting and Marking of Fuel Tank» «Bemalung und Markierung des Tanks»

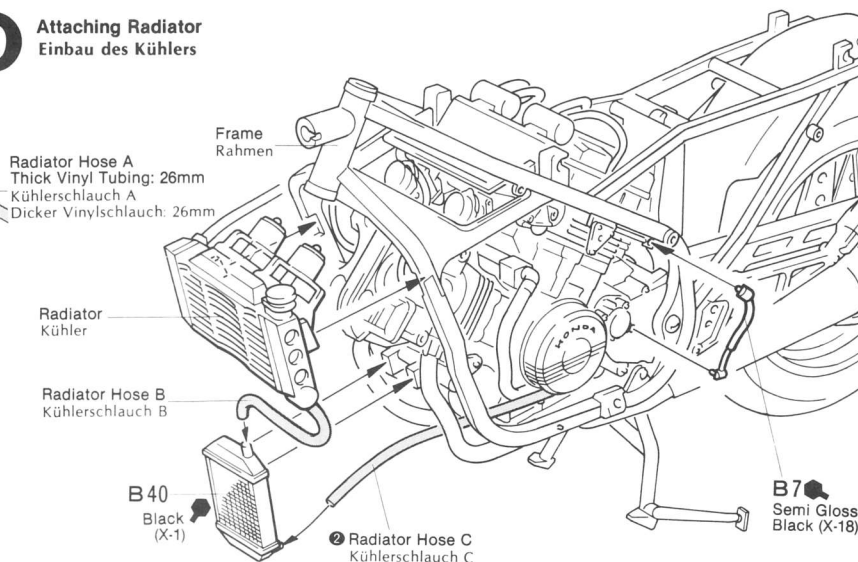
Decal (24) Abziehbild right (23) rechts



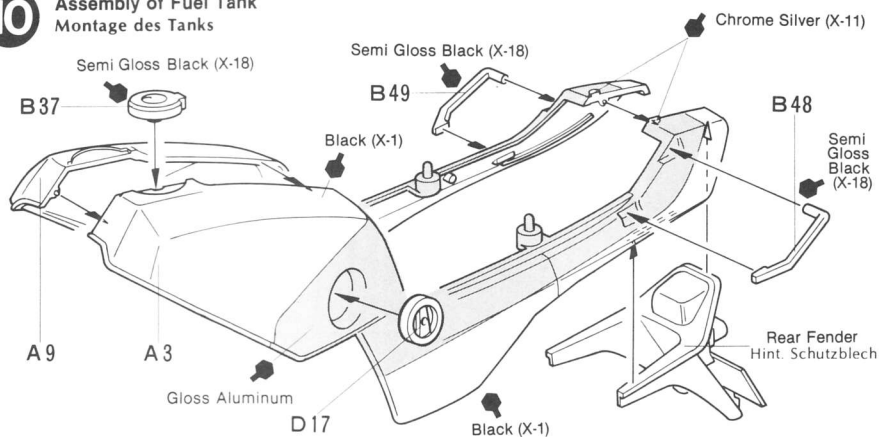
PAINT MARKER

Hand held, Tamiya enamel paint markers. For the final detail touch, and professional results. 12 of the most popular colors used in modeling. See and test them at your local hobby supply house.

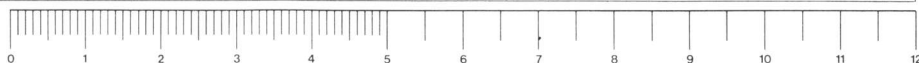
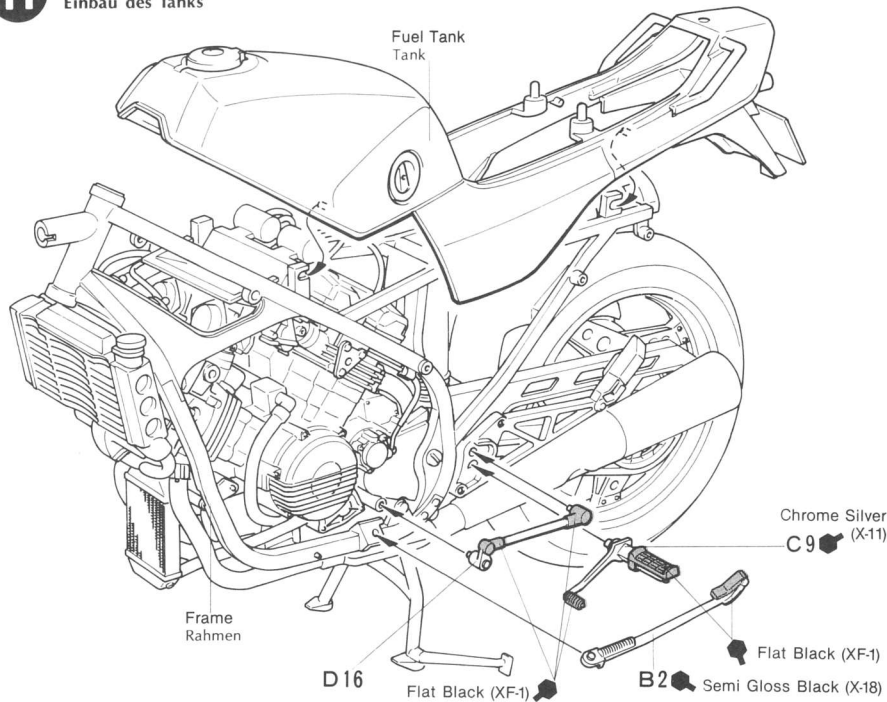
9 Attaching Radiator Einbau des Kühlers



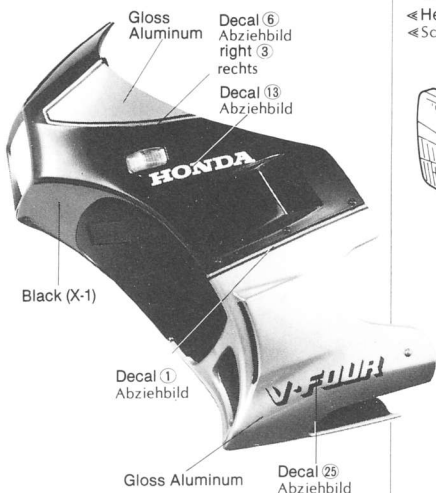
10 Assembly of Fuel Tank Montage des Tanks



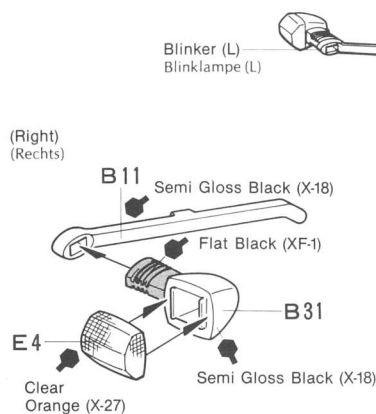
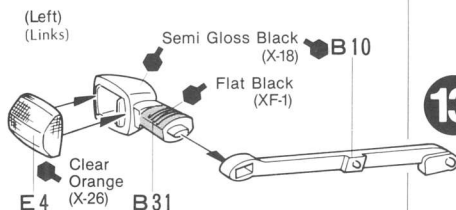
11 Attaching Fuel Tank Einbau des Tanks



12 «Painting and Marking of Cowling» «Beamlung und Markierung der Verkleidung»



13 «Blinkers» «Blinklampen»



TAMIYA HEXAGONAL BOTTLE

Tamiya cement in a new hexagon bottle for increased stability. Difficult to upset and easy to apply with the built in brush dispenser. The preferred plastic cement for beginners and experts alike.

TAMIYA CEMENT PEN

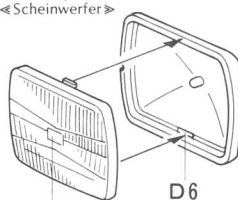
A handy, self contained pencil sized glue dispenser for accurate application of Tamiya cement right where you want it. Will not dry out in pen. Cement smears are a thing of the past.

TAMIYA COLOR CATALOGUE

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

12 Assembly of Cowling Zusammenbau der Verkleidung

«Headlight»
«Scheinwerfer»



E5, Clear Orange (X-26), Black (X-1)

A8

Gloss Aluminum

Headlight
Scheinwerfer

Semi Gloss Black (X-18)

A7

Clear Orange (X-26)
E5

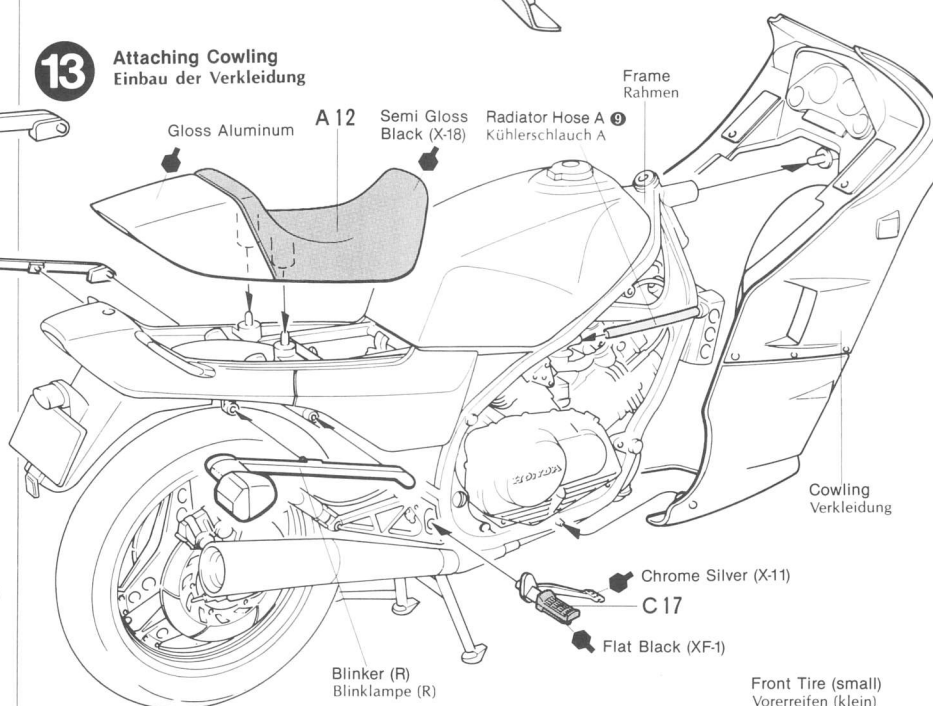
A11

Decal (8)
Abziehbild

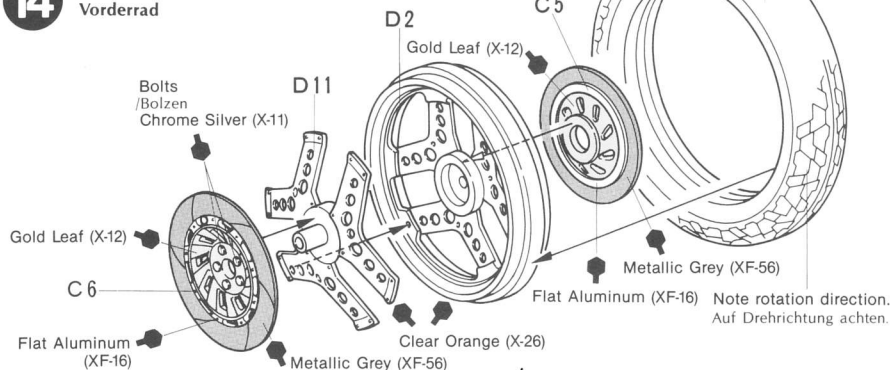
A4

Semi Gloss Black (X-18)

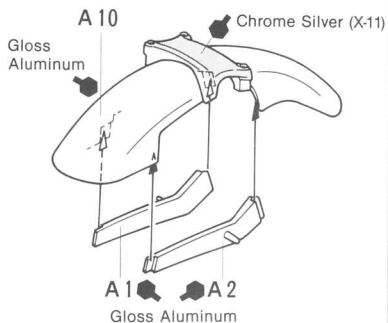
13 Attaching Cowling Einbau der Verkleidung



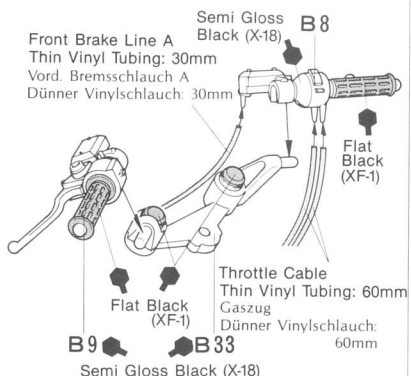
14 Assembly of Front Wheel Vorderrad



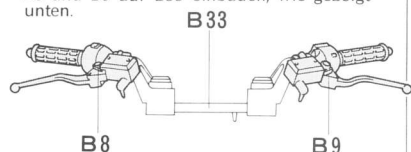
15 «Front Fender» «Vord. Schutzblech»



16 «Handle Bar» «Lenkstange»



«Attaching B8 and B9»
«Einbau B8 und B9»
Attach B8 and B9 to B33 as shown below.
B8 und B9 auf B33 einbauen, wie gezeigt unten.



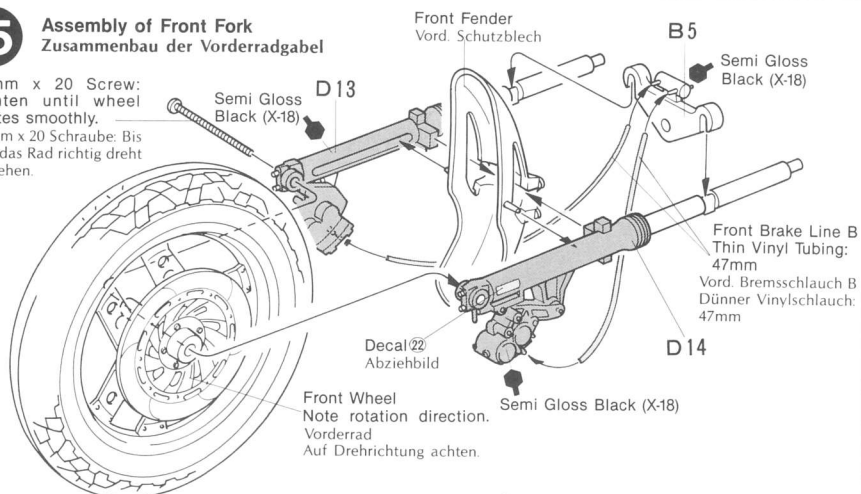
«Side Mirrors»
«Rückspiegel»



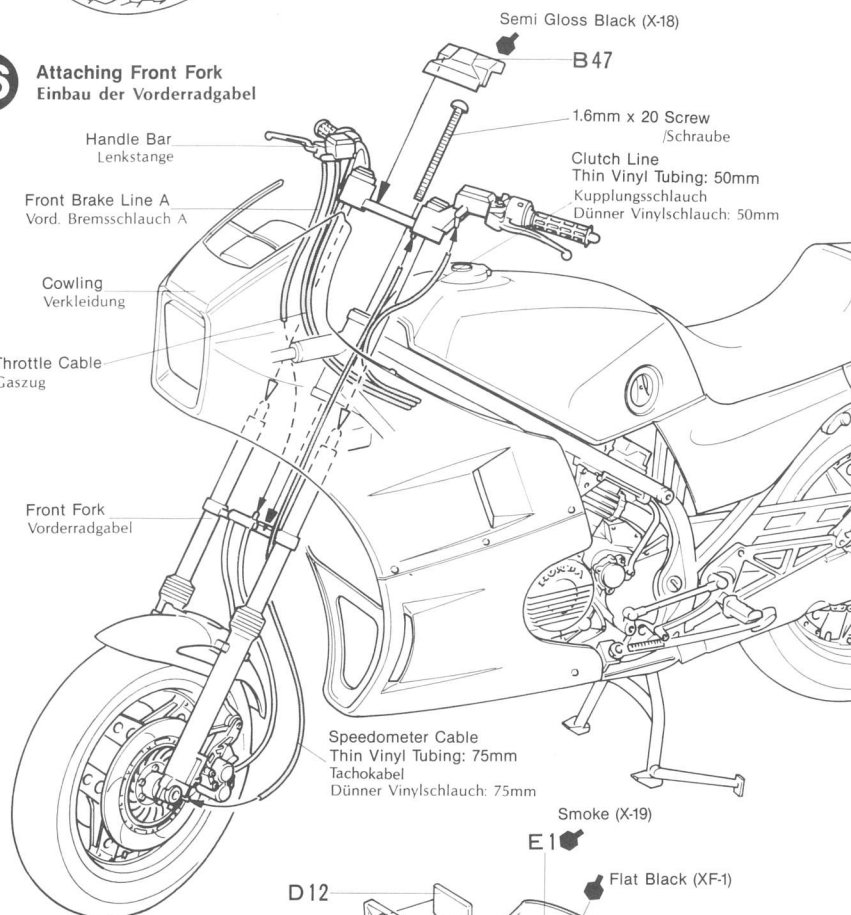
«Not used./Nicht nutzen.»
B29, B30, B45, B46, C2, E4 (2 pcs.)

15 Assembly of Front Fork Zusammenbau der Vorderradgabel

1.6mm x 20 Screw:
Tighten until wheel
rotates smoothly.
1.6mm x 20 Schraube: Bis
sich das Rad richtig dreht
anziehen.



16 Attaching Front Fork Einbau der Vorderradgabel



«Side Mirrors»
«Rückspiegel»



PAINTING

«Painting of Fully Cowled Honda VF750F»

Engine and mufflers are Black. Square pipe frame is Silver. Apply the colors of your choice to the cowl, tank and seat cowl. As an example you could use the Honda works colors of Red, White and Blue. Detail painting is called out during construction and should be done at that time.

«Bemalung der Honda VF750F»

Der Motor und die Auspuffrohre sind schwarz. Der rechteckige Rahmen ist in Silber. Die Verkleidung, der Tank und die Sitzverkleidung kann je nach Wunsch bemalt werden. Man kann auch die Honda Werksfarben nehmen: Rot, Weiss und Blau. Bemalung der Details sind in den Steps der Bauanleitung angegeben und sollten auch dann gemacht werden.

«Colors Required»

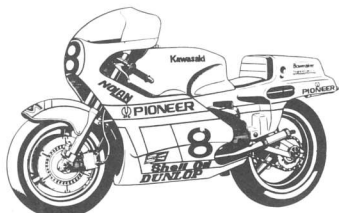
«Bemalung benötigt»

★ From Tamiya Acrylic Paint

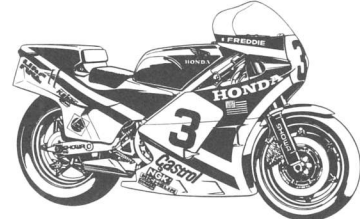
Black	X-1
White	X-2
Red	X-7
Gun Metal	X-10
Semi Gloss Black	X-18
Smoke	X-19
Clear Orange	X-26
Clear Red	X-27
Flat Black	XF-1
Flat Aluminum	XF-16
Metallic Grey	XF-56
★ From Tamiya Paint Marker	
Chrome Silver	X-11
Gold Leaf	X-12
Gloss Aluminum	

BUILD A COLLECTION OF TAMIYA PRECISION MOTORCYCLE MODELS

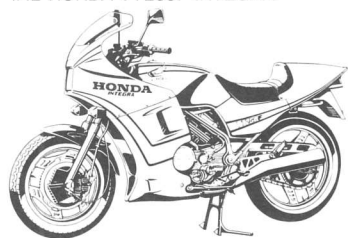
1/12 KAWASAKI KR500 G.P. RACER



1/12 HONDA NS500 G.P. RACER



1/12 HONDA VT250F INTEGRA

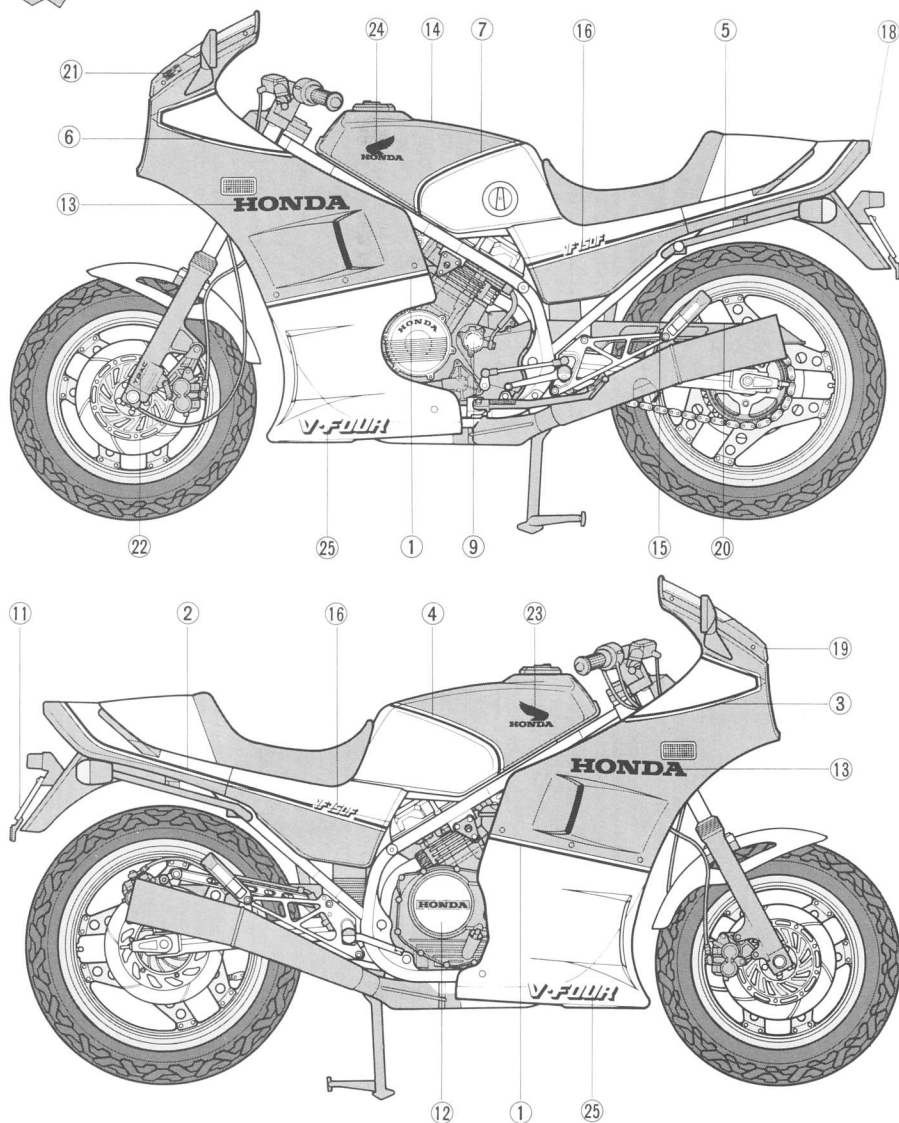


«Fully Cowled Honda VF750F»

Body Color



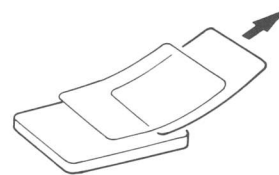
Black (X-1) Gloss Aluminum



APPLYING DECALS

«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 colored 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 heissem Tuch das Decal besser andrücken. Transparente Überreste am Decal abschneiden. Decal nicht mehr berühren, bis getrocknet ist.*