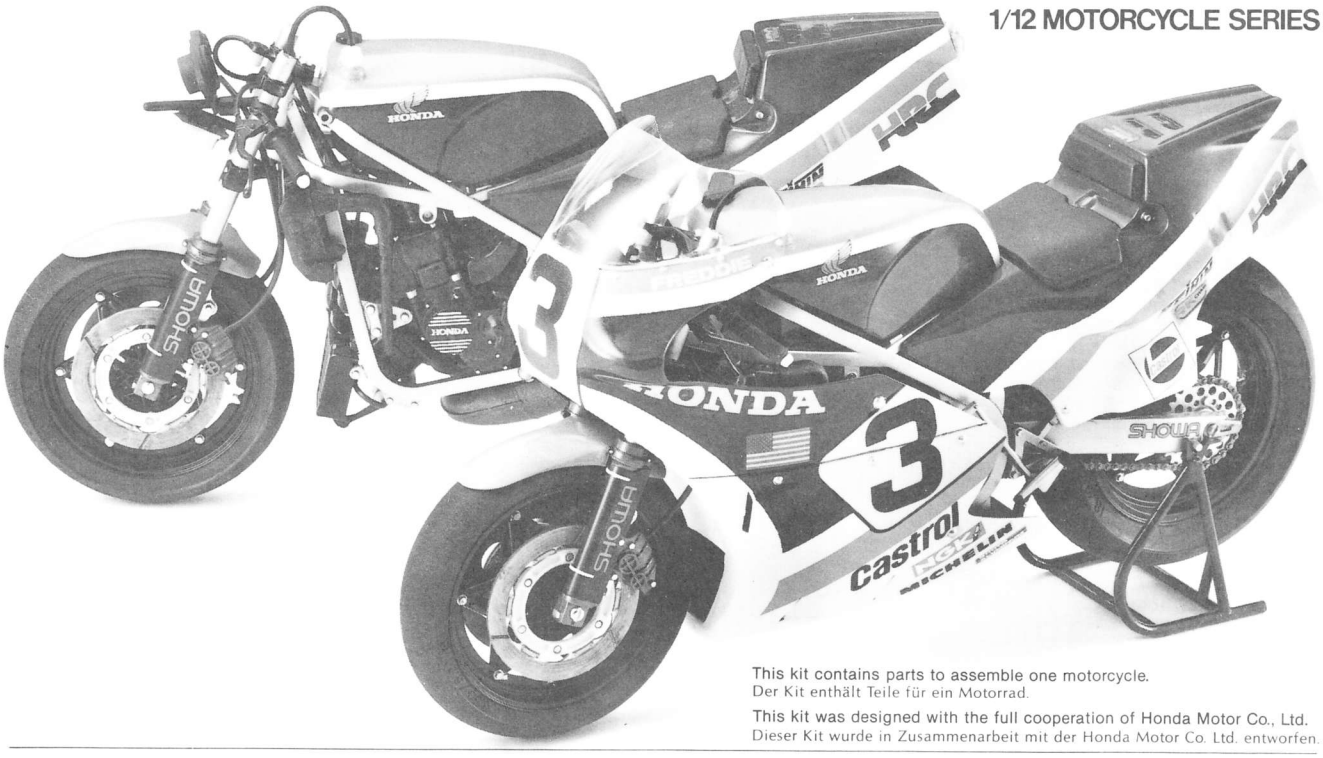
Honda GRAND PRIX RACER NS500

TAMIYA

1/12 MOTORCYCLE SERIES



This kit contains parts to assemble one motorcycle.
Der Kit enthält Teile für ein Motorrad.

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

Each year a new drama and added history are made at the 500cc Grand Prix races for the World Championship. 1983 will stand out in Honda's memory as it was the first time in 17 years that they were reinstated as world champions in the 500cc class of motorcycle racing.

The drama of the 1983 season was produced by two American riders, Freddie Spencer for Honda and Kenny Roberts for Yamaha. Throughout the 83 season both of these fine riders were in a virtual dead heat for the championship. Kenny Roberts was astride the well known Yamaha YZR500, while Freddie Spencer piloted the Honda NS500. Coming into the last heat of the season found Spencer leading Roberts by 5 points at the San Marino Grand Prix, held at the Imola circuit in Italy, the two fought a hard and difficult battle, with Roberts taking the final victory. Spencer coolly held on to second place which gave him the championship with a margin of only 2 points. As a result, Honda won both the maker's and rider's titles for 1983 and brought them once again to the front of motorcycle racing prestige.

Honda returned to 500cc racing in 1979 with their 4 stroke NR500. At that time all of the other manufacturers were competing with 2 stroke machines and they were winning races. If you can't beat em, Join em! With three races behind them and never finishing in the upper positions, Honda brought out a unique new 2 stroke racer that has been a winner from the start. Because of the many parts and the required time in fine tuning a 4 stroke racer, private teams had difficulty in providing the necessary maintenance and tuning for winning. With 2 stroke machines, not having as many parts and easier to keep in tune, the Honda Company produced a three cylinder 2 stroke water cooled racer that finally took home the marbles. The three cylinders of this unique engine are layed out with the center cylinder forward of the two outside cylinders by 112 degrees. Mounted with the two outside cylinders slanting slightly forward, the center cylinder rests several degrees down from the horizontal and this entire arrangement effectively lowers the overall center of gravity. Total all up weight of the NS500 is only 116kg, the same as many 125cc machines. With a power of 130hp and with the fantastic riding ability of Freddie Spencer it is no wonder that Honda has again the right to claim. We're Number 1.

* * *

Jedes Jahr wird der Grand Prix der 500cc Klasse interessanter. 1983 wird besonders in die Geschichte der Honda-Werke eingehen, den in diesem Jahr wurde nach 17 Jahren Honda wiederum Weltmeister dieser Klasse. Zwei amerikanische Fahrer — Freddie Spencer auf Honda und Kenny Roberts auf Yamaha — kämpften um den Sieg. Die ganze 1983er Saison lagen beide Fahrer an der Spitze des Feldes. Kenny Roberts fuhr die bekannte Yamaha YZR500 und Freddie Spencer die Honda NS500. Spencer führte mit 5 Punkten Vorsprung vor Kenny Roberts, und im Grand Prix von San Marino auf dem Imola Ring, kämpften beide verbissen und hart. Roberts wurde Sieger, Spencer wurde Zweiter, hatte jedoch 2 Punkte mehr und wurde Weltmeister. Somit gewann Honda die Marken- und die Fahrermeisterschaft 1983 und kam an die Spitze der Rennen.

1979 kehrte Honda in die 500cc Klasse mit der 4-Takt NR500 Maschine zurück. Zu dieser Zeit fuhren alle anderen Hersteller 2-Takt Maschinen und gewannen auch noch damit. Nach drei Rennen hinter den anderen und nie an vorderstem Platz brachte Honda eine einmalige, neue 2 Takt Maschine die vom Start an gleich Sieger wurde. Wegen der vielen Teile und auch wegen der vielen Zeit die man brauchte um eine 4 Takt Rennmaschine aufzutunen, hatten private Teams Schwierigkeiten die notwendige Pflege und die Zeit fürs Tunen aufzubringen. 2 Takter haben wesentlich weniger Teile und sind auch leichter aufzumotzen, so brachte Honda eine 3-Zylinder Maschine mit 2-Takter und Wasserkühlung. Man staunt, wenn man sieht, wo die 3 Zylinder und wie sie angebracht sind. Das Gesamtgewicht der Rennmaschine NS500 hat nur 116 Kilo, das gleiche Gewicht, wie 125cc Maschinen. Die 130 PS und auch das fantastische Fahrkönnen von Freddie Specer brachte Honda den Sieg und Honda behauptet zu Recht, wir sind Nummer 1.

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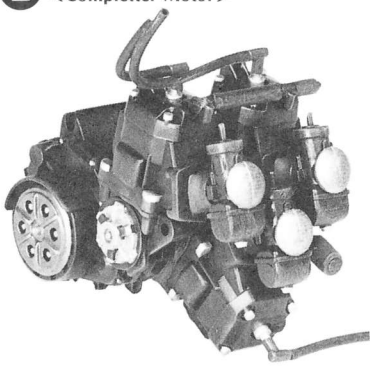
★Study the instructions and photographs before commencing assembly.
★You will need a sharp knife, a screwdriver, a file and a pair of pliers.
★Use cement sparingly. Use only enough to make a good bond.
★Apply cement to both parts to be joined.
★Make sure to ventilate room, when you use cement and paints.

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.

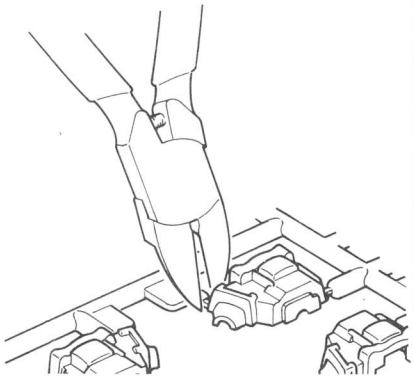
★Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.
★Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken.
★Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.
★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≫ ≪Completter Motor≫



★Do not break parts away from sprue, but remove them carefully with a cutting tool.
★Bauteile nicht vom Spritzling abbrechen vorsichtig abschneiden oder abzwicken.



1 Cylinders and Crankcase
Zylinder und Kurbelgehäuse

≪Cylinder A≫
≪Zylinder A≫
Make 2 sets.
2 Satz machen.

C21 — Semi Gloss Black (X-18)
Chrome Silver (X-11)
C26
C25 — Semi Gloss Black (X-18)
Flat Black (XF-1)

≪Cylinder B≫
≪Zylinder B≫

C22 — Semi Gloss Black (X-18)
Chrome Silver (X-11)
C27
C28 — Semi Gloss Black (X-18)
Flat Black (XF-1)

≪Crankcase≫
≪Kurbelgehäuse≫

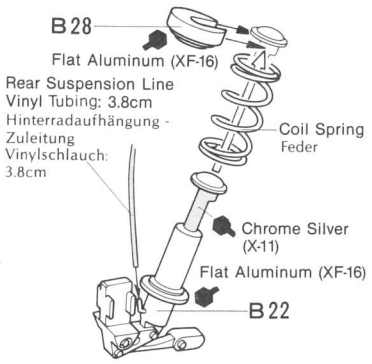
C19 — Semi Gloss Black (X-18)
C20 — Semi Gloss Black (X-18)
Semi Gloss Black (X-18) — C4 — C17
Semi Gloss Black (X-18)
Bolts /Bolzen — Chrome Silver (X-11)
Fin Edges & Letters /Kühlrippen und Schriftzug — Chrome Silver (X-11)

2 Assembly of Engine
Motorenbau

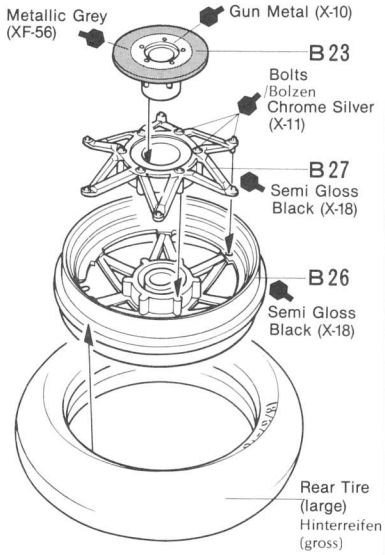
Flat Black (XF-1)
Semi Gloss Black (X-18) — C9
Clutch Cable Vinyl Tubing: 10cm
Kupplungsseil Vinylschlauch: 10cm
Plug Wire C Vinyl tubing: 1.6cm
Zündkabel C Vinylschlauch: 1.6cm
C23
Blue (X-4)
Chrome Silver (X-11)
Plug Wire A Vinyl Tubing: 1.8cm
Zündkabel A Vinylschlauch: 1.8cm
Blue (X-4)
Plug Wire B Vinyl Tubing: 3.3cm
Zündkabel B Vinylschlauch: 3.3cm
Blue (X-4)
C23
Chrome Silver (X-11)
C23
Chrome Silver (X-11)
Cylinder B Zylinder B
Crankcase Kurbelgehäuse
Gold Leaf (X-12)
Metallic Grey (XF-56)
C5 C6 — Semi Gloss Black (X-18)
Cylinder A Zylinder A
Cylinder A Zylinder A
Crankcase Kurbelgehäuse

Flat Black (XF-1)
Semi Gloss Black (X-18)
C2
Gold Leaf (X-12)
Gold Leaf (X-12)
C1 — Semi Gloss Black (X-18)
Crankcase Kurbelgehäuse

4 ≪Rear Shock Absorber≫
≪Hinterstossdämpfer≫



≪Rear Wheel≫
≪Hinterrad≫



5 ≪Attached Swing Arm≫
≪Eingebaute Radgabel≫

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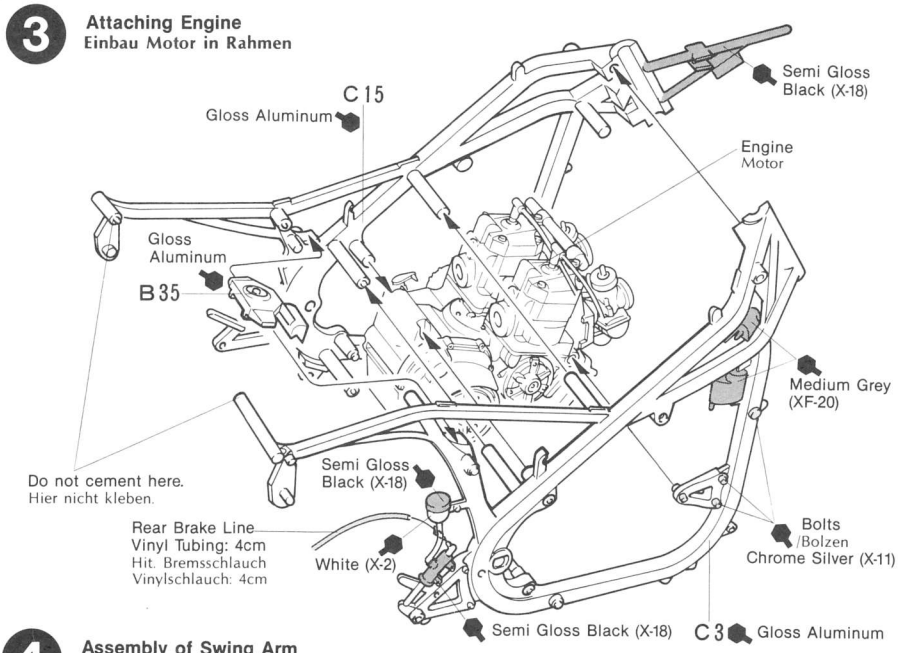
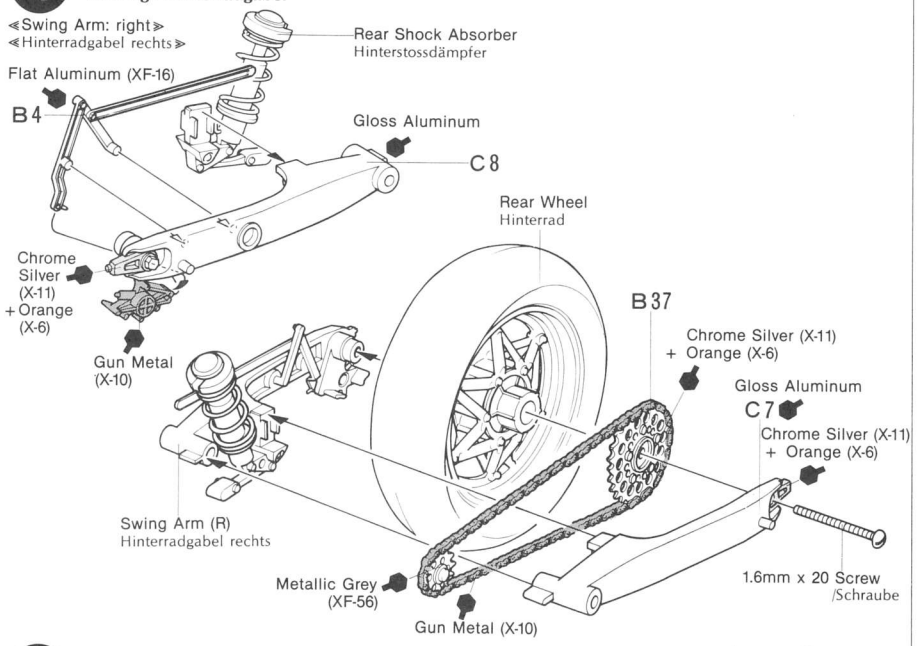
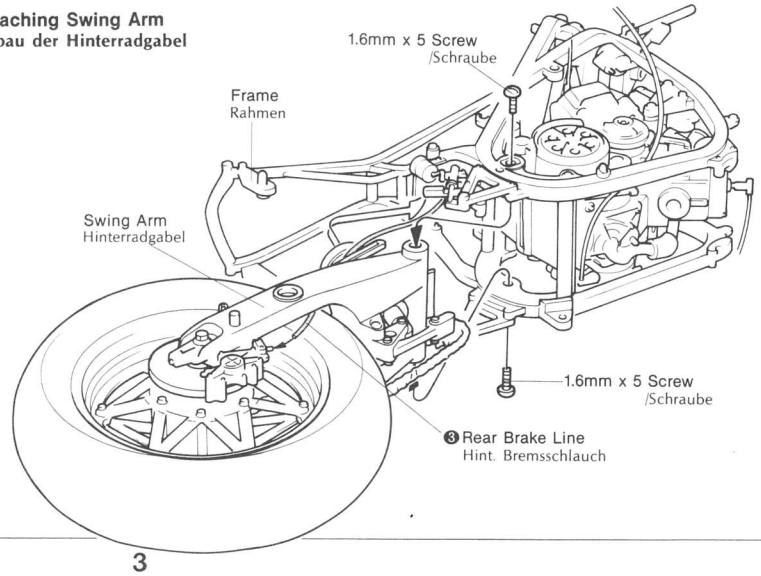
3 Attaching Engine
Einbau Motor in Rahmen



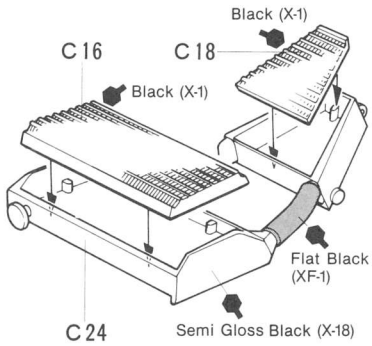
4 Assembly of Swing Arm
Montage Hinterradgabel

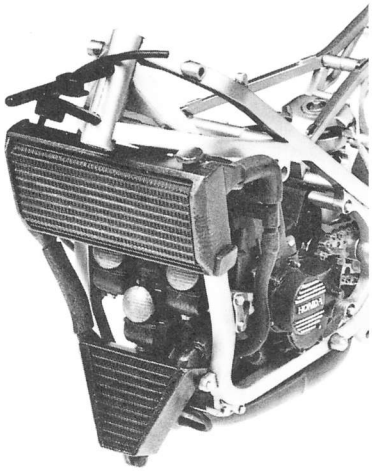


5 Attaching Swing Arm
Einbau der Hinterradgabel

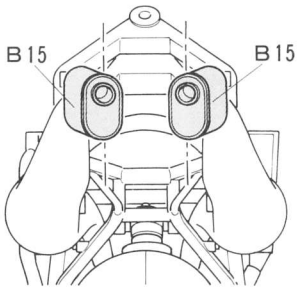


7 ≪Radiator≫ ≪Kühler≫

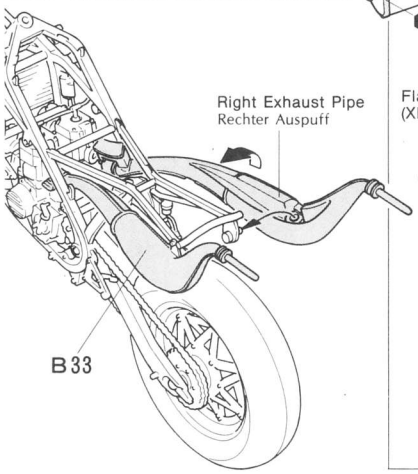




8 ≪Attaching B15≫ ≪Einbau B15≫



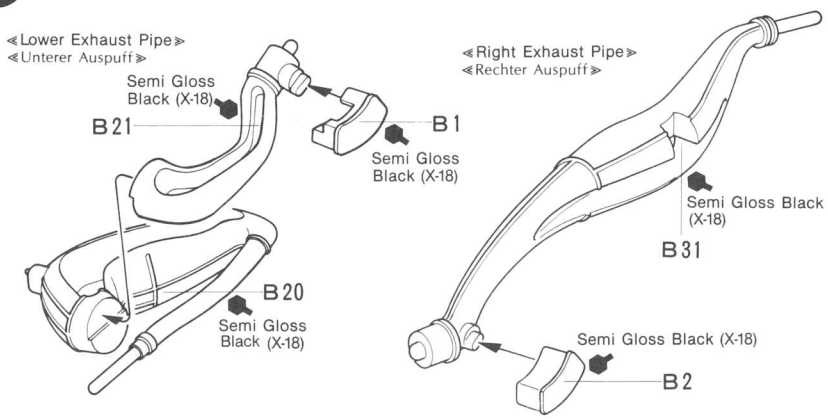
≪Exhaust Pipes≫
≪Auspuffe≫
Attach exhaust pipe while rotating 90 degrees.
Um 90° drehen und Auspuffrohr anbringen.



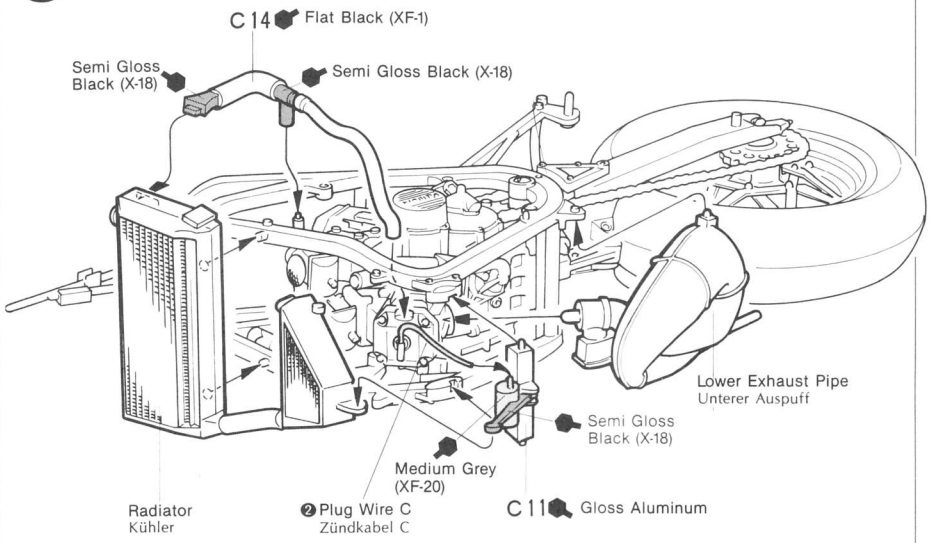
6 Assembly of Exhaust Pipes
Auspuffe Zusammenbau

≪Lower Exhaust Pipe≫
≪Unterer Auspuff≫

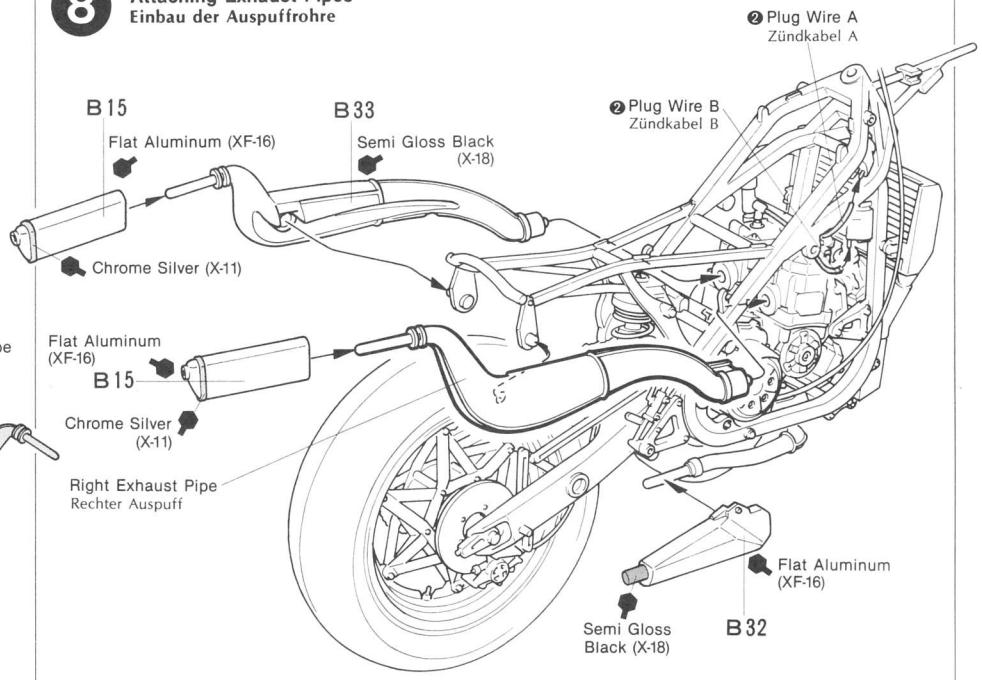
≪Right Exhaust Pipe≫
≪Rechter Auspuff≫



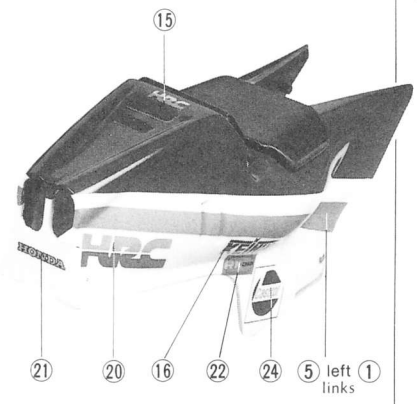
7 Attaching Radiator
Einbau des Kühlers



8 Attaching Exhaust Pipes
Einbau der Auspuffrohre

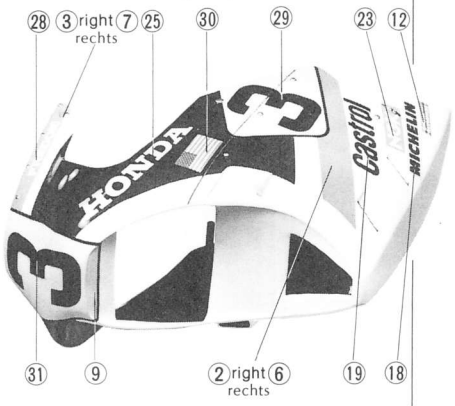


9 ≪Marking of Seat Cowl≫
≪Markierung der Sitzverkleidung≫

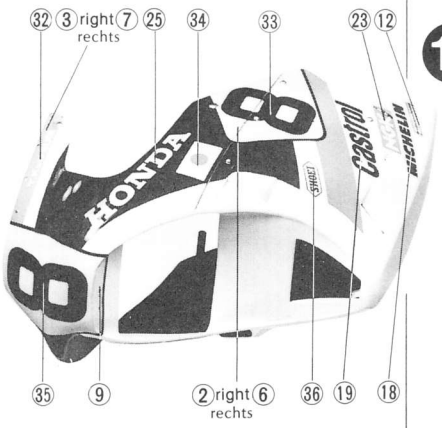


10 ≪Marking of Cowling≫
≪Markierung der Verkleidung≫

Freddie Spencer (No.3)
(Nr. 3)



Takazumi Katayama (No.8)
(Nr. 8)



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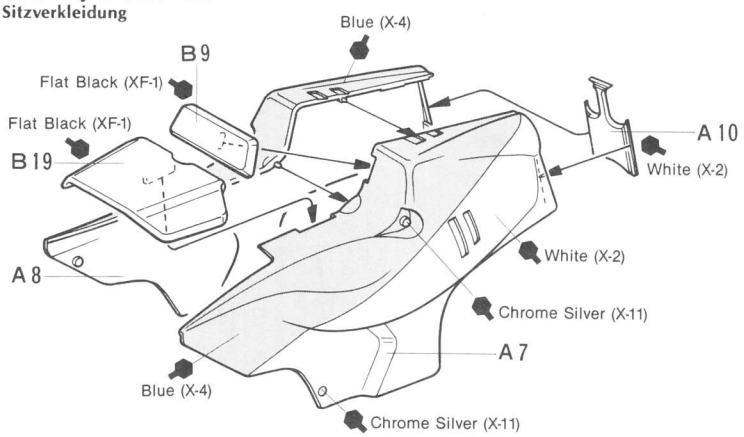
Tamiya rubbing polishing compound

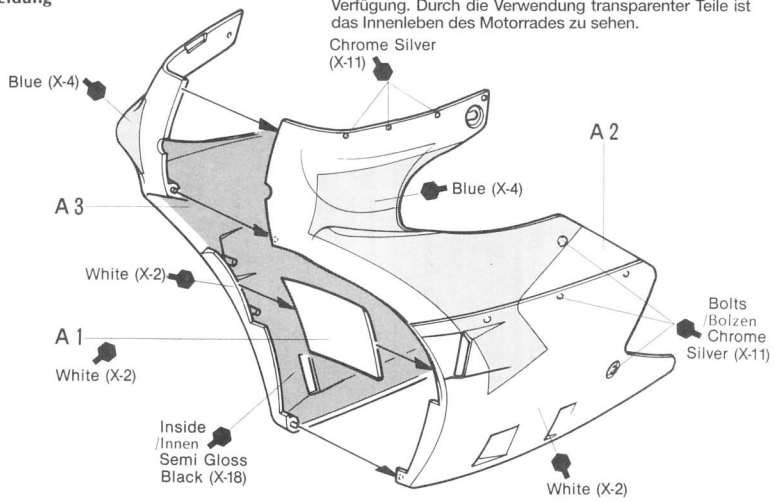
Used for preparation of plastic surfaces prior to painting and for adding the final polishing to painted surfaces. It can be used to polish out paint overspray from the base coat for a perfect finish.

9 Assembly of Seat Cowl
Sitzverkleidung

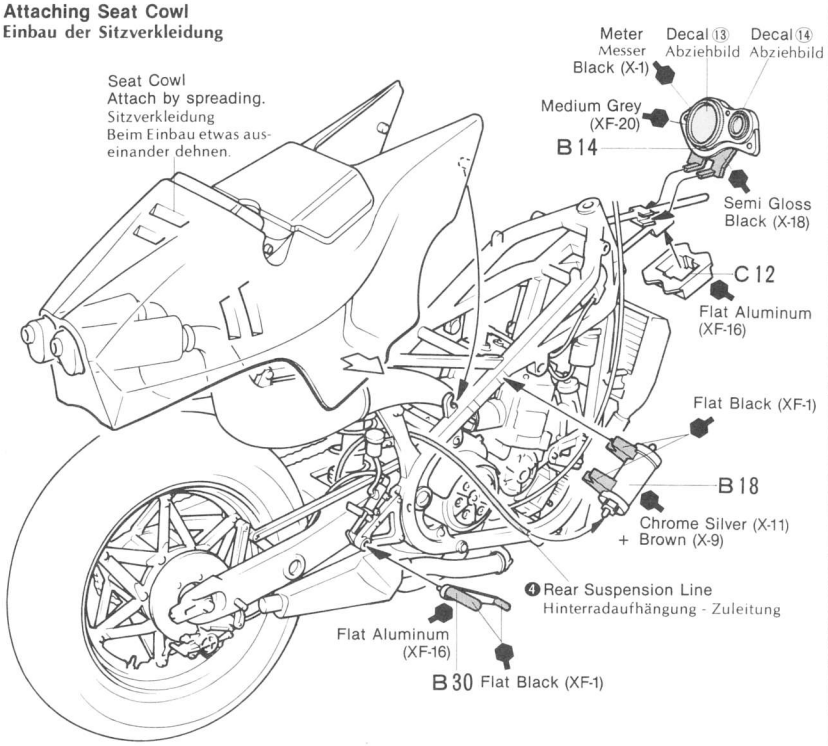


10 Assembly of Cowling
Verkleidung

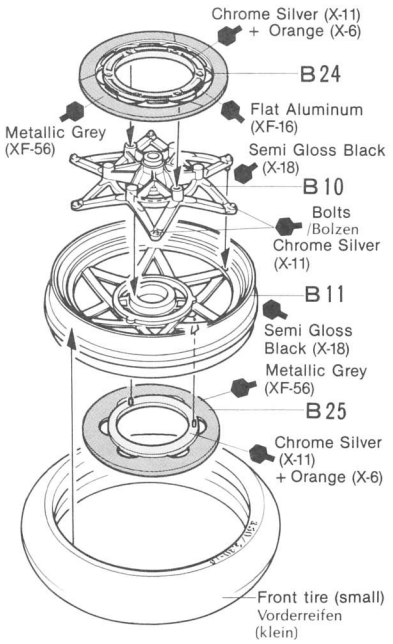
★Cowling comes in a choice of two colors. Clear parts allow display of the internal mechanics of the motorcycle.
★Die Verkleidungs-Teile stehen in zwei Farben zur Verfügung. Durch die Verwendung transparenter Teile ist das Innenleben des Motorrades zu sehen.



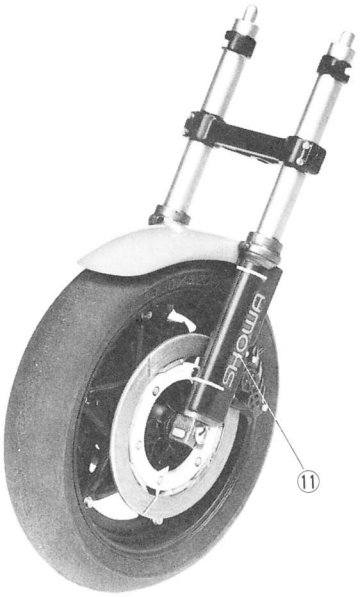
11 Attaching Seat Cowl
Einbau der Sitzverkleidung



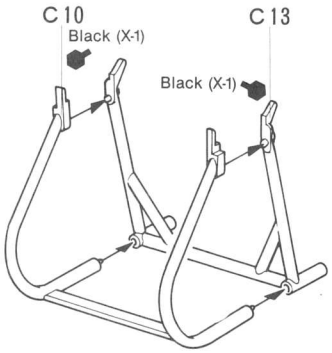
13 ≪Front Wheel≫ ≪Vorderrad≫



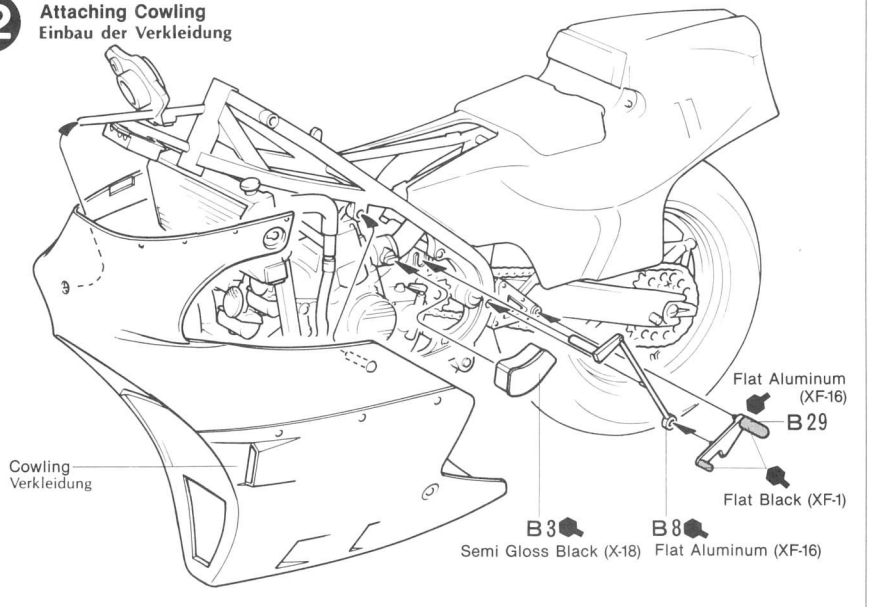
≪Attached Front Fork≫
≪Vorderradgabel≫



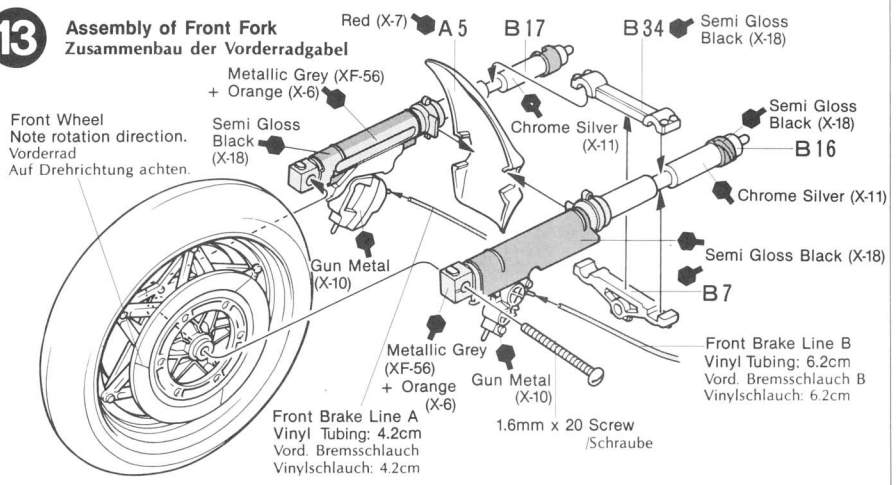
≪Stand≫
≪Ständer≫



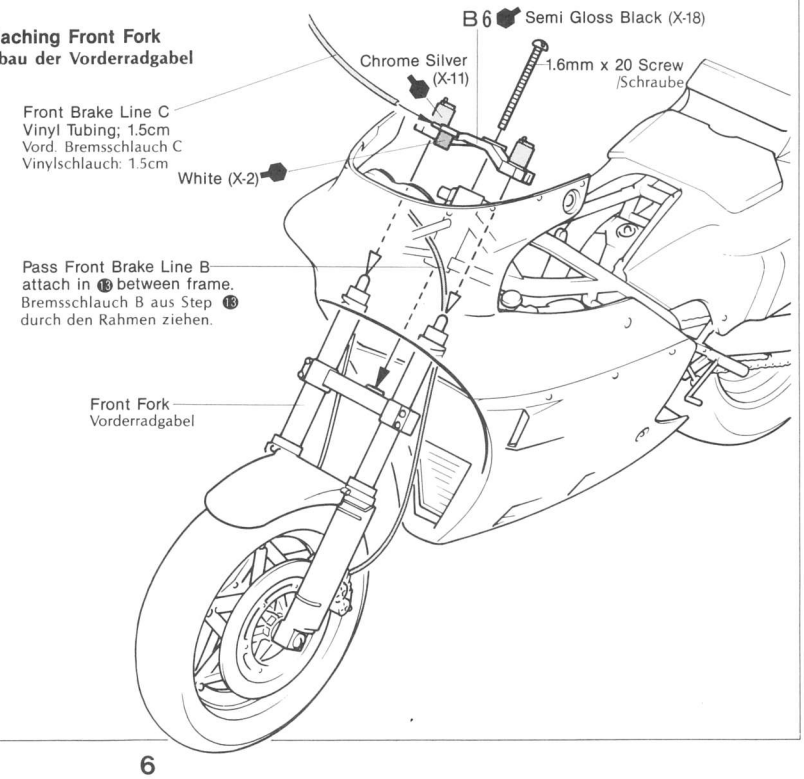
12 Attaching Cowling
Einbau der Verkleidung



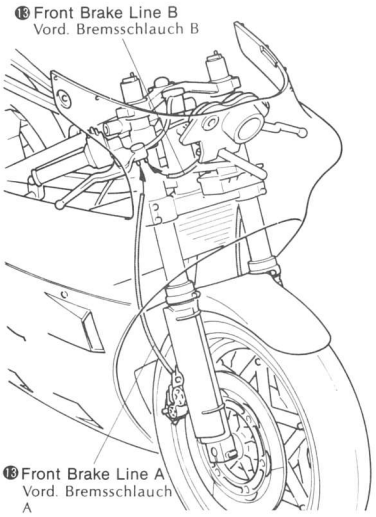
13 Assembly of Front Fork
Zusammenbau der Vorderradgabel



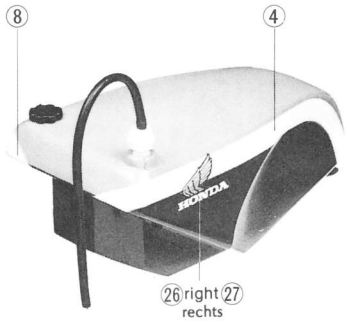
14 Attaching Front Fork
Einbau der Vorderradgabel



15 ≪Cables to Handle Bar≫
≪Leitungen zum Lenker≫

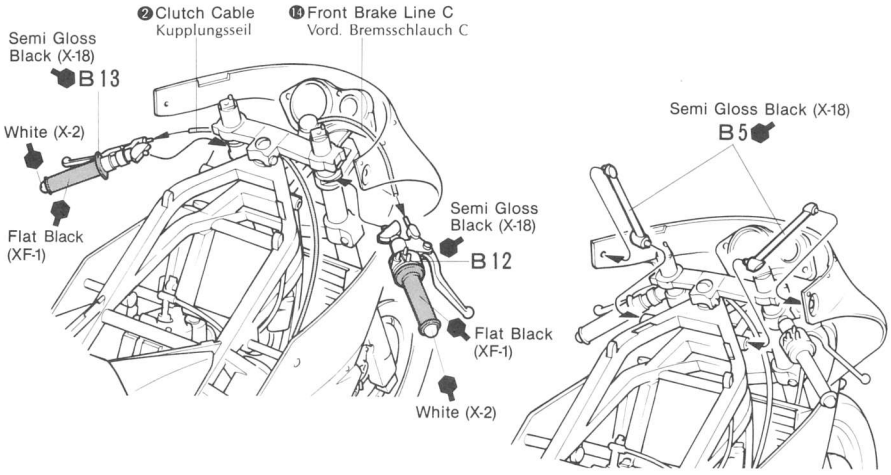


16 ≪Marking of Fuel Tank≫
≪Markierung des Tanks≫

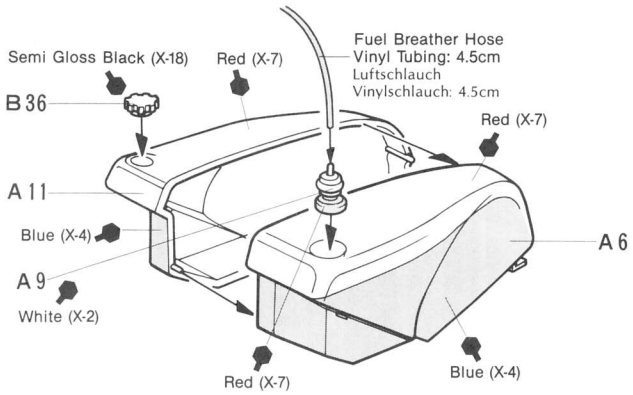


17 ≪Completion≫
≪Vollendung≫

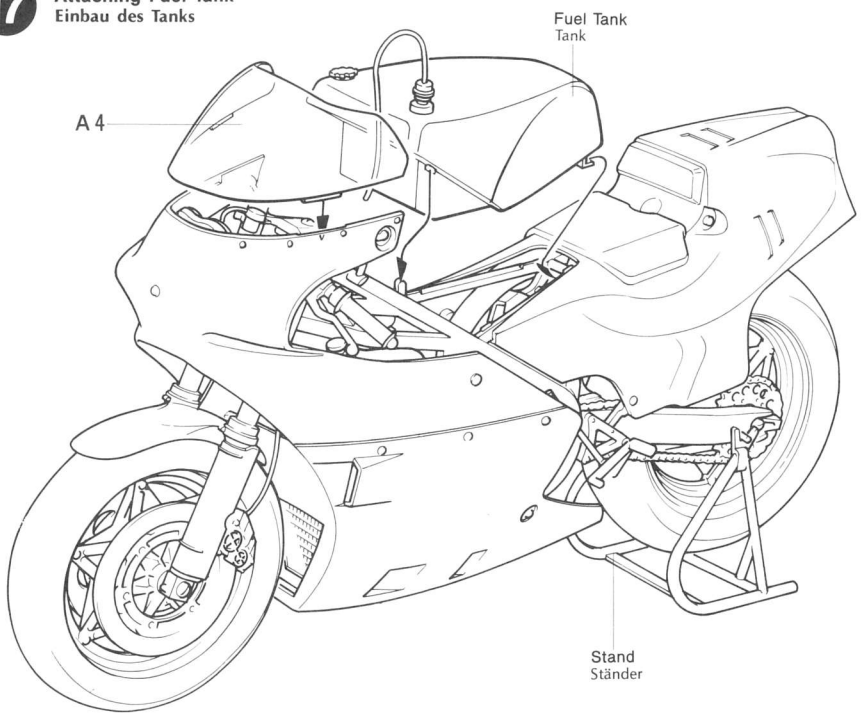
15 Attaching Handle Bars
Einbau des Lenkers



16 Assembly of Fuel Tank
Tank



17 Attaching Fuel Tank
Einbau des Tanks



PAINTING

≪Painting of the Honda NS500≫
The 1983 World Champions machine was painted in Honda's works colors of Red, White and Blue, as shown in the drawings. On Freddie Spencers NS500 the racing number 3 was used, and racing number 8 was used for the Japanese rider Takazumi Katayama. The sponsor's marks of Castrol, NGK spark plugs and Michelin tires, plus others were changed from race to race. Those shown in the drawings are similar to those of the San Marino Grand Prix..

≪Bemalung der Honda NS500≫
Die Weltmeisterschaftsmaschine von 1983 war in den Honda Werksfarben rot, weiss und blau - wie in Zeichnung gezeigt Freddie Spencer hatte die NS500 mit der Nummer 3 und Takazumi Katayama hatte die Nummer 8. Sponsor-Marken von Castrol, NGK-Zündkerzen und Michelin-Reifen waren neben anderen angebracht, die jedoch von Rennen zu Rennen gewechselt wurden. Die in der Zeichnung ersichtlichen Marken sind ähnlich denen, die im Grand Prix von San Marino angebracht waren.

≪Colors Required≫
≪Bemalungen benötigt≫

From Tamiya Acrylic Paint

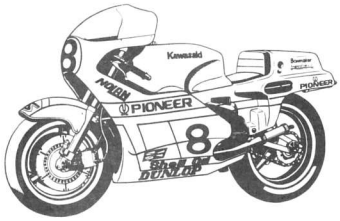
Black	X-1
White	X-2
Blue	X-4
Orange	X-6
Red	X-7
Brown	X-9
Gun Metal	X-10
Semi Gloss Black	X-18
Flat Black	XF-1
Flat Aluminum	XF-16
Medium Grey	XF-20
Metallic Grey	XF-56

From Tamiya Paint Marker

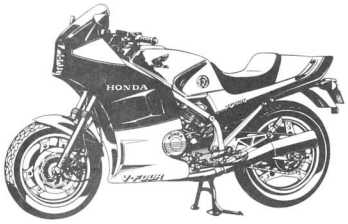
Chrome Silver	X-11
Gold Leaf	X-12
Gloss Aluminum	TS-17

BUILD A COLLECTION OF TAMIYA PRECISION MOTORCYCLE MODELS

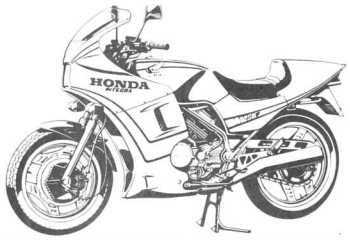
1/12 KAWASAKI KR500 G.P. RACER



1/12 FULLY COWLED Honda VF750F



1/12 Honda VT250F INTEGRA



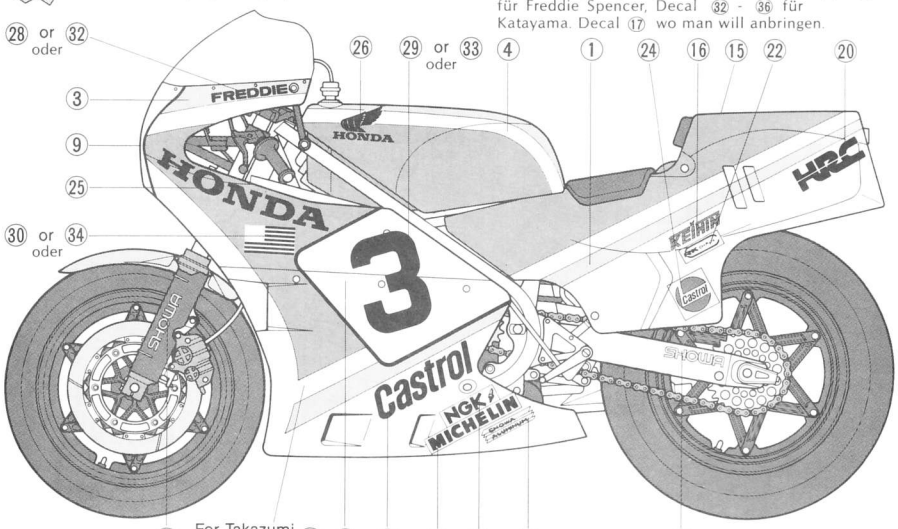
TAMIYA

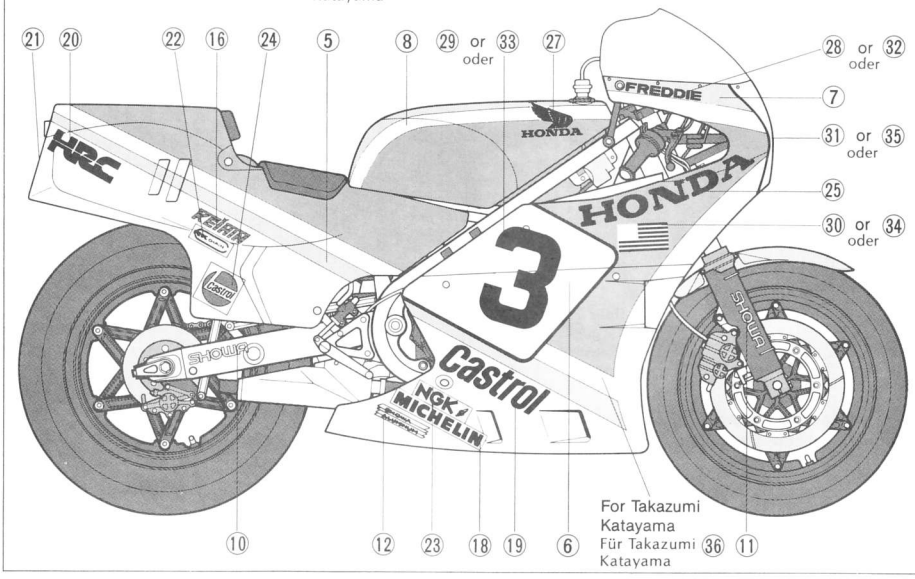
TAMIYA, INC.
3-7, ONDAWARA, SHIZUOKA-CITY, JAPAN.

≪Marking of Honda NS500≫
≪Sticker der Honda NS500≫

Red (X-7)/White (X-2)/Blue (X-4)

Decal ①—⑯, ⑱—㉗ are common. ㉘—㉛ are for Freddie Spencer, ㉜—㊱ for Takazumi Katayama. Apply ⑰ as you like.
Decal ① - ⑯, ⑱ - ㉗ sind üblich, Decal ㉘ - ㉛ für Freddie Spencer, Decal ㉜ - ㊱ für Katayama. Decal ⑰ wo man will anbringen.

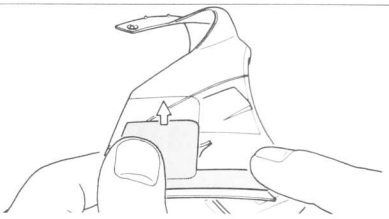




APPLYING DECALS

≪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 film 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 heissen Tuch das Decal besser andrücken. Transparente Überreste am Decal abschneiden. Decal nicht mehr berühren, bis getrocknet ist.