

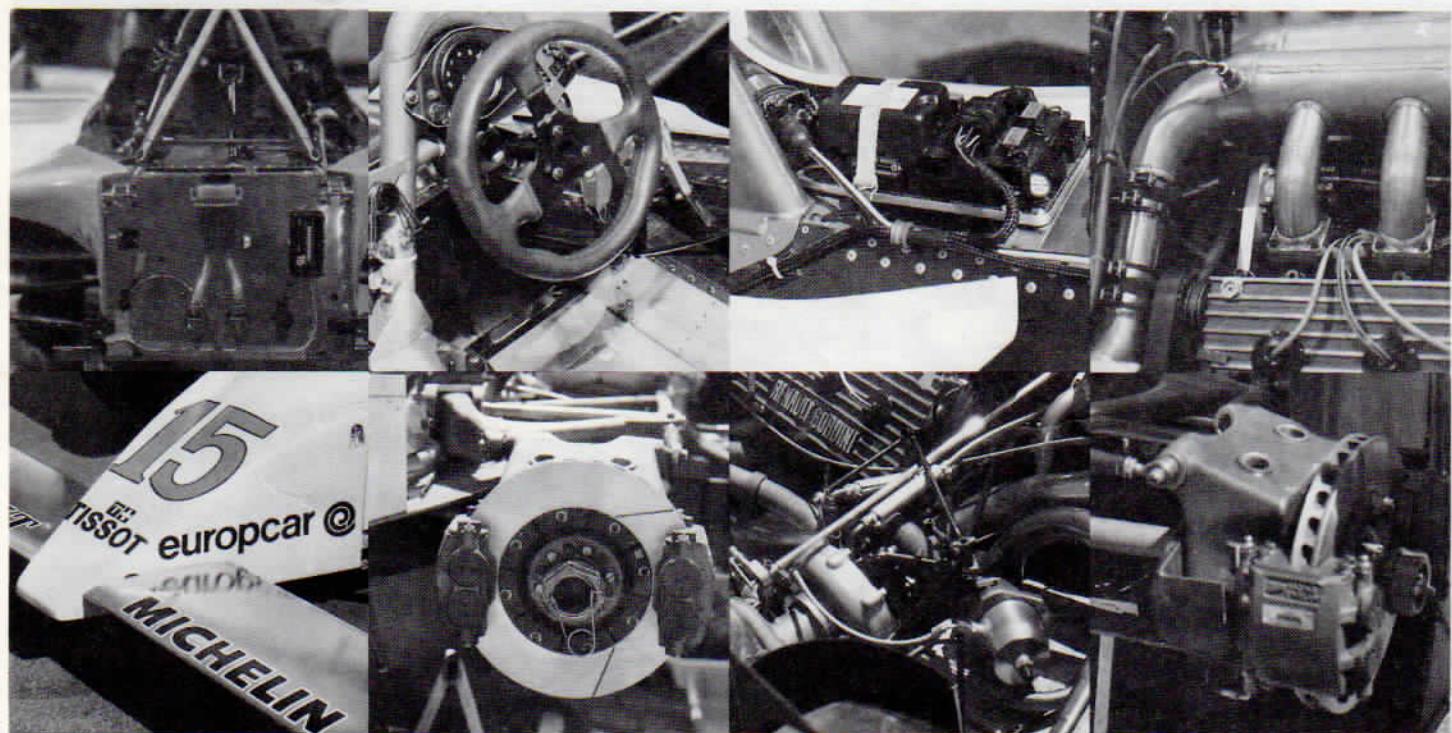


RENAULT RE 20 TURBO

1:12 SCALE

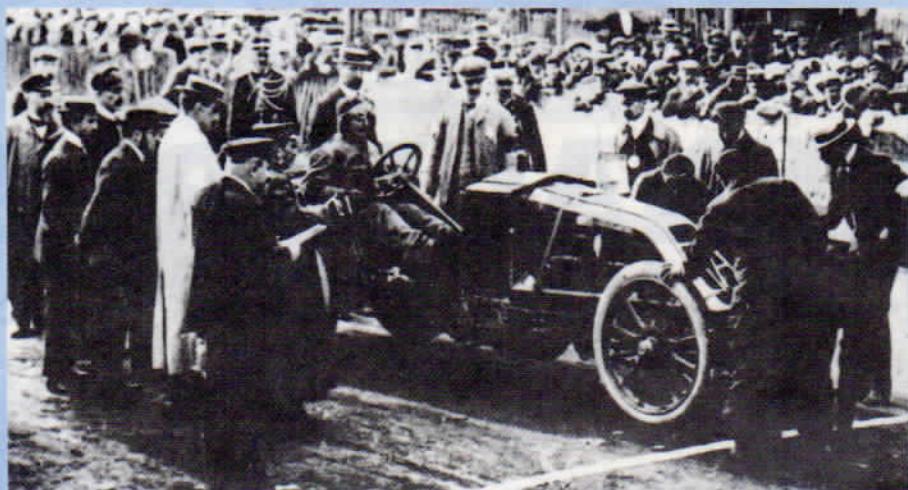
Length 389 mm MOVABLE FRONT & REAR SUSPENSION
 Width 184 mm TURBOCHARGED 6 CYLINDER ENGINE
 Height 88 mm STEERABLE FRONT WHEELS
 MOBILE SIDE SKIRTS

BIG SCALE 24!  **TAMIYA**
 TAMIYA PLASTIC MODEL CO.
 629, OSHIMA, SHIZUOKA-CITY, JAPAN.



RENAULT RE 20 TURBO

Eighty two years have past since Renault first entered competition in auto racing, and they are now very close to adding formula 1 to a long string of victories which began in 1906 with their first win in Grand Prix racing. In the last decade, the Regie Renault, France's giant state-owned motor vehicle manufacturer, has grown out of all recognition as a force in international auto racing. Although the first win for Renault came way back in 1906, the name of the company did not automatically become associated with auto racing, on a big scale, until the early 1970's. Having been involved in small-scale racing and rallying programmes in the sixties, Renault entered the sphere of international competition as a result of a new and farsighted top management commitment, the impetus for which came from a brilliant association between Renault, Alpine, Gordini and the Elf petroleum combine. In 1971 and 1973, the Renault-Alpine A110 rally cars won the World Rally Championship. In 1974 the A114 Group 6 car was driven to victory in the European Sports Car Championship for 2 litre sports-prototypes. In 76 and 77 Renault won the European Formula 2 championship, and then in 1978 the big sports car win came their way with Pierre Jaussaud and Didier Pironi driving the Renault-Alpine A442B Turbocharged to victory in the Le Mans 24 hour race. It was at this time that the momentous decision was taken to enter formula 1 racing. The growing competitiveness of the Renault turbo engine is now giving rise to real concern among the entrants of the conventionally engined Grand Prix cars, so much so, that there is now talk of outlawing turbo engines on the circuit. And it is not surprising when you consider that the Renault EF1 turbo engine is only a 1-1/2 litre six cylinder engine developing over 500 BHP. Both Ferrari and Alfa Romeo have began developing turbocharged F1 engines as a result of the success of Renault. The heart of this surprising Formula 1 racer is an engine



developed by Francois Castaing and his team and in the EF1 it has a capacity of 1492cc with twin turbines. The twin turbined engine was first used in the Renault-Elf RS10 'ground effects' F1 racer in 1979. The earlier RS-01 Renault, which came on the scene to F1 racing in 1977-78 utilized a single blower turbine and was plagued with problems even though the concept was sound and the results promising. After the development of the twin turbined EF-1 proved feasible, it was fitted to the RS10 chassis and brought victory to Renault when Jean-Pierre Jabouille drove it to first place and Rene Arnoux drove one to third place in the 1979 French Grand Prix. Engine reliability remained a frustrating problem throughout the year, while the bugs were being worked out of the engines, and in 1980 these two outstanding drivers won the Brazilian, South African and Austrian Grand Prix's in exciting style with the RE-20 racer. Gaining more and more experience in turbocharged driving and engineering the Regie's formula 1 project is of tremendous importance to the automotive world. Because of the remarkable achievement of extracting in excess of 500BHP from a 1-1/2 litre

engine, it is no coincidence that other companies are keen on the development of turbocharged engines. The turbo's rev up to 100,000 RPM and the exhaust flow can hit the turbine at more than 1000 degrees Centigrade. The increased boost necessary to extract 500BHP from the small capacity F1 engine creates enormous thermal problems which the Renault-Gordini engineers have had to solve while actively engaged in a full scale competition program. New light metals have been found and the quality of steels had been improved, and a tremendous knowledge of cooling, lubrication, metallurgy, machining and assembly are being developed. All of these new techniques will be passed on to mass production car manufacturing. The turbocharged engine regains the energy of the exhaust gases, which are lost in normal breathing engines, so it is enormously more efficient. Turbocharging thus contributes to the saving of energy, and it also can reduce the manufacturers financial investment in the production of different models of cars by being able to utilize the same basic engine block, thereby reducing the cost of the vehicle to the consumer.





In addition to the unique turbocharged engine, the Renault-Elf RE-20 Formula 1 racer is also a fine example of a winged ground effect car. Ground-effect in auto racing came into being in the mid 70s with an attempt to obtain better ground adhesion, using proven aerodynamic principles applied to racing vehicles. Maximum power of formula 1 cars is around 500BHP, and this power will only do good if it is transferred to the wheels/tyres and then onto the roadway. Adhesion dictates acceleration, retardation, and cornering speeds. Certainly tyres have made prodigious progress, and it is still being made. It is not enough however. Grip still needs to be increased. Weight-increase offers no advantage as, although it increases adhesion, inertia in acceleration and in cornering power is increased in proportion. There is another highly effective approach. Suction obtained through a near vacuum cleaner layout. This system was used on the American Chaparral some years ago but it was outlawed by regulations. In 1978, the Brabham team tried to camouflage a similar system, but the racing authorities also stopped them after they had won one race. Most racer bodywork, thanks to the inattention of car designers, develop lift at speed due to the bottom of the car being flat, and the top convex, sloping down at the rear. They found that they could help neutralize this lift by installing inverted airfoiled wings at the rear of the car. This worked to a degree, but the drag also slowed down the car. To actually achieve the desired effect, it was found that evolutionary shapes of delicate and precise definition were found to be necessary. To reverse the lift generated by the sidepods of racers, the Lotus engineers evolved a countermeasure against lateral air movement, by installing body skirts. The adding of the side skirts which made contact with the track and moved vertically in rails doubled the down thrust, and this new system was dubbed "ground effect,"



and all F-1 participants promptly adopted this system for their new racers. There is still a great deal of discussion going on in F-1 circles as to the legality of ground effect racers, and it is only a fine interpretation of the regulations that still allow them to be used.

Turbocharged engines and ground effect car bodies have the entire formula 1 racing group up in the air, and as of this writing it is not known if it will survive. Auto racing is an expensive proposition. Millions are spent annually by many companies for the betterment of the auto industry, which in the end benefits us with better automotive products and vehicles.

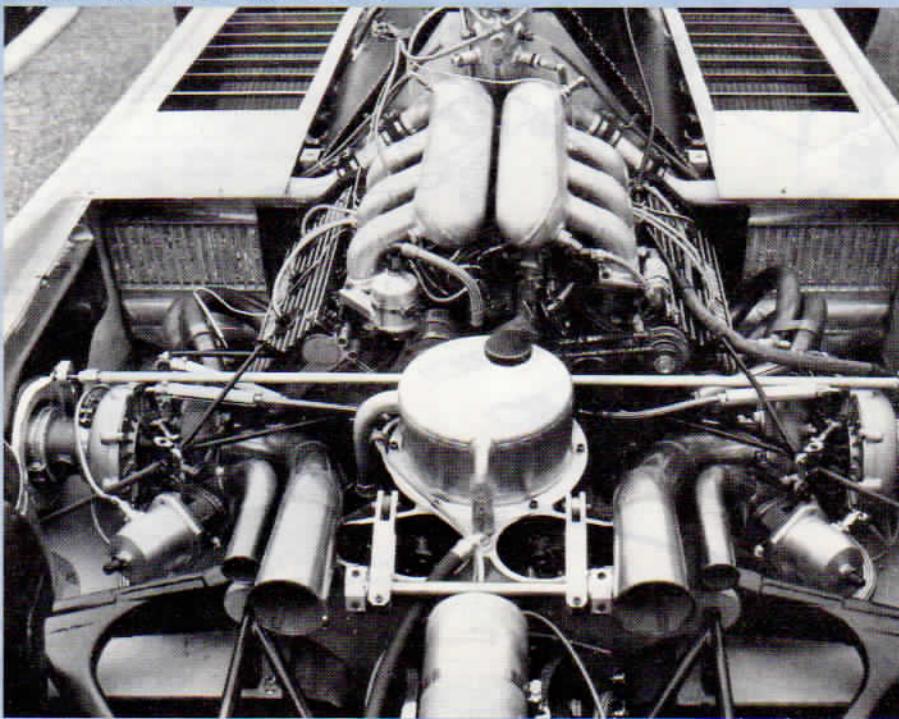
The Regie Renault firm is to be lauded for their forward thinking and progressive designs. This French company is in Grand Prix racing for both technical development and international prestige. The former is being made available to the Renault engineers constantly. The latter has come about with their magnificent RE-20 turbocharged ground effect, formula one racer.

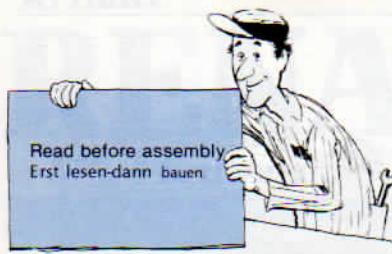
«Results of Renault RE-20 in '80 Grand Prix's»

	J.P. Jabouille	R. Arnoux
Argentine G.P.	Retired	Retired
Brazilian G.P.	Retired (Pole Position)	Win
South African G.P.	Retired (Pole Position)	Win
U.S. G.P. West	10th place	9th place
Belgium G.P.	Retired	4th place
Monaco G.P.	Retired	Retired
French G.P.	Retired	5th place
British G.P.	Retired	Running, not classified.
German G.P.	Retired	Retired
Austrian G.P.	Win	9th place (Pole Position)
Dutch G.P.	Retired	2nd place (Pole Position)
Italian G.P.	Retired	10th place (Pole Position)
Canadian G.P.	Retired	Retired
U.S. G.P.	Did not enter	7th place

«Specifications of Renault RE-20»

Sponsor	: Elf-
Designer(s)	: Renault Sport Design Team
Team manager(s)	: Gerard Larrousse/Jean Sage
Chief mechanic(s)	: Daniel Champion/ Christian Pouchelon
No. of chassis built	: 5
ENGINE	
Type	: Renault EF1 V6
Fuel and oil	: Elf
Sparkling plugs	: Champion
TRANSMISSION	
Gearbox/speeds	: Hewland FGA400 (5)
Clutch	: A.P.
CHASSIS	
Front and rear suspension	: Top rocker arms, bottom wishbones, inboard springs
Suspension dampers	: Koni/de Carbon
Wheel diameter	: 13/15 in front, 13 in rear
Wheel rim width	: 11 in front, 18 in rear
Tyres	: Michelin
Brakes	: Automotive Products
Brake pads	: Ferodo
DIMENSIONS	
Wheelbase	: 112.6 in/2860mm
Track	: 67 in/1706mm front, 60 in/1531mm rear
Formula weight	: 1356 lb/615kg





★ Study thoroughly the instructions and photographs before beginning construction.

★ You will need a sharp knife; a small screwdriver; side cutters and a fine file.

★ Do not break parts away from the plastic sprue. Cut them carefully with a knife or sidecutters.

★ Use a good grade of polystyrene cement, but use only enough for a good bond. Apply cement to both surfaces that are to be joined.

● This mark denotes the colour to be painted.

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

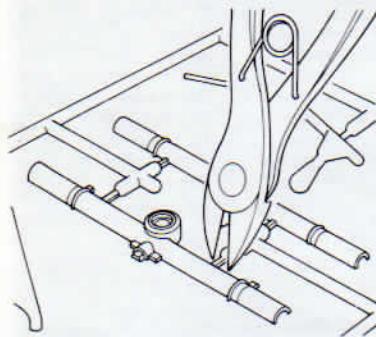
★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken, Teil vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.

★ Abziehbilder vorsichtig von der Unterlage im Wasser abschieben, auf richtigen Sitz achten und gut trocknen lassen.

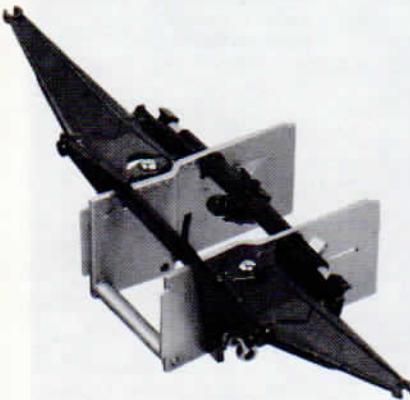
● Zeichen für Bemalung

: Parts to be cemented

: hier ankleben



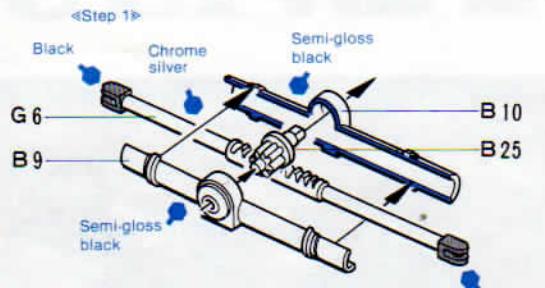
2 «Front Upper Arm»
«Vord. Achsarm»



3 «Throttle Cable»
«Gaszug»



1 Steering Gear Box Lenkgetriebe



«Step 1»

Semi-gloss black

Black

Chrome silver

Semi-gloss black

«Step 2»

Aluminium

Step 1 assembly
Erste Versammlung

B5

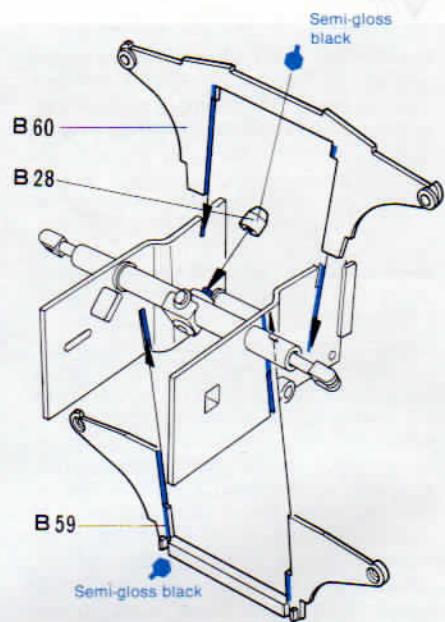
Aluminium

B66

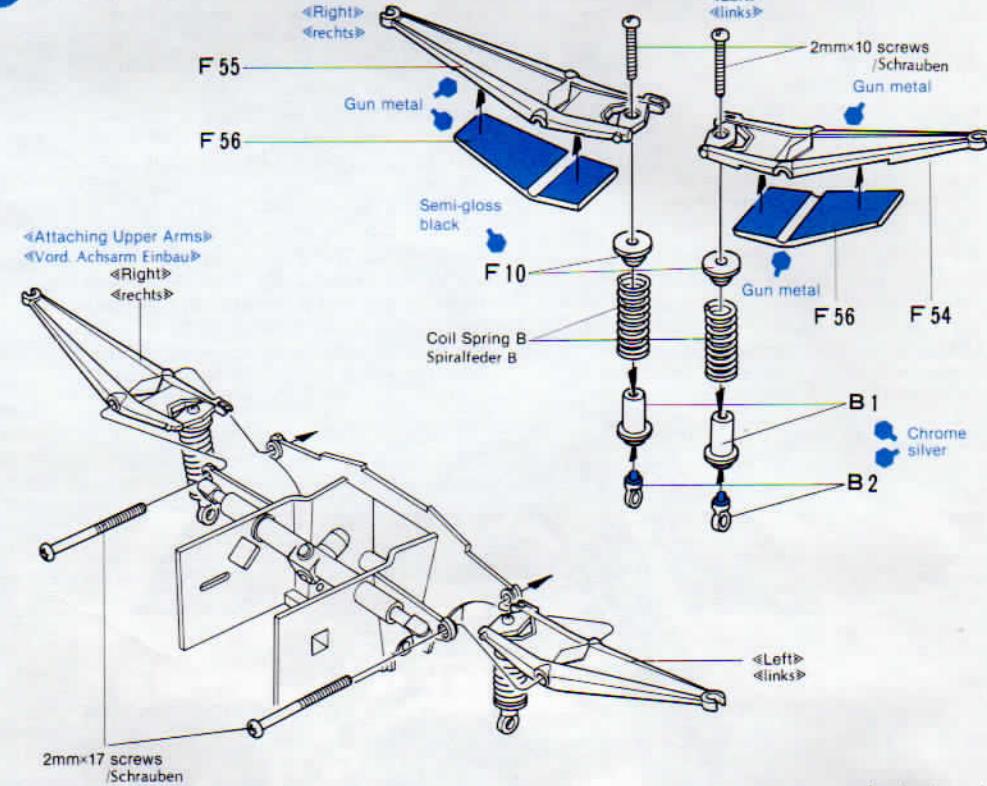
B67

Aluminium

«Step 3»



2 Front Upper Arm Vord. Achsarm



«Attaching Upper Arms»
«Vord. Achsarm Einbau»

«Right»
«rechts»

«Left»
«links»

2mmx10 screws
/Schrauben

Gun metal

Semi-gloss black

F10

Coil Spring B
Spiralfeder B

F56

F54

B1

Chrome silver

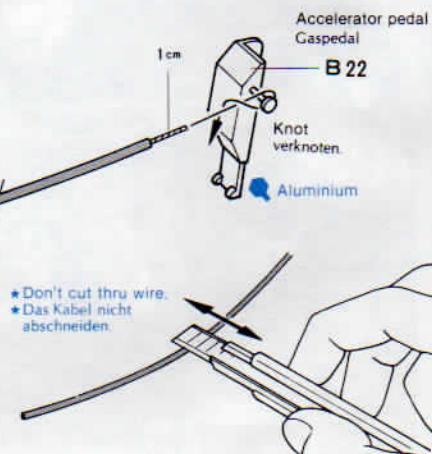
B2

3 Throttle Cable Gaszug

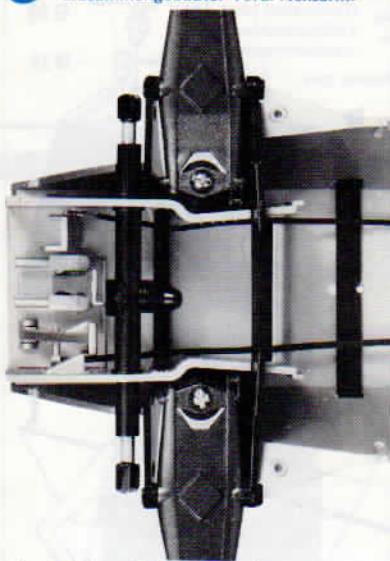
* Use black vinyl coated wire.
★ Schwarze Vinylkabel

Separate vinyl coating from wire by twisting it off.
Abnehmen das Vinyl von Kabel bei drehbewegung

* Don't cut thru wire.
★ Das Kabel nicht abschneiden.



4 <Attached Front Upper Arm>
 <Zusammengebauter Vord. Achsarm>

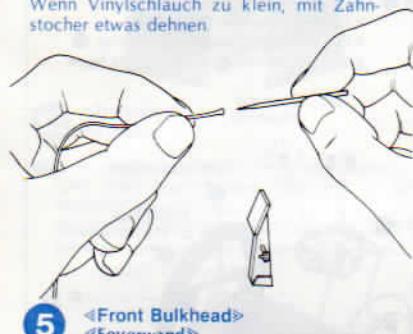


<Installation of Vinyl Tubing>

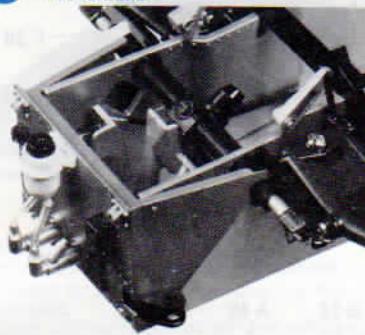
<Einbau Vinylschlauch>

If tubing is too tight, enlarge end with a round toothpick.

Wenn Vinylschlauch zu klein, mit Zahntochter etwas dehnen.

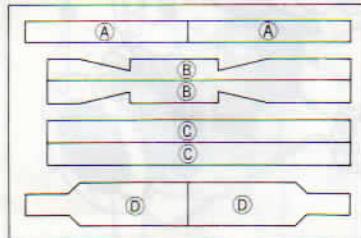


5 <Front Bulkhead>
 <Feuerwand>

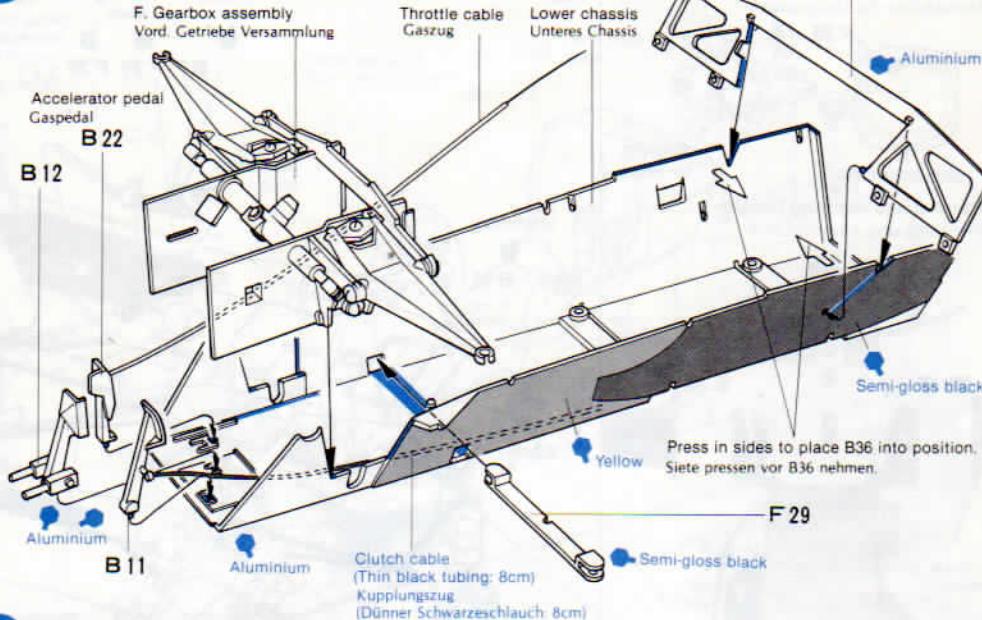


6 <Seat Belts>
 <Sitz-Gürtel>

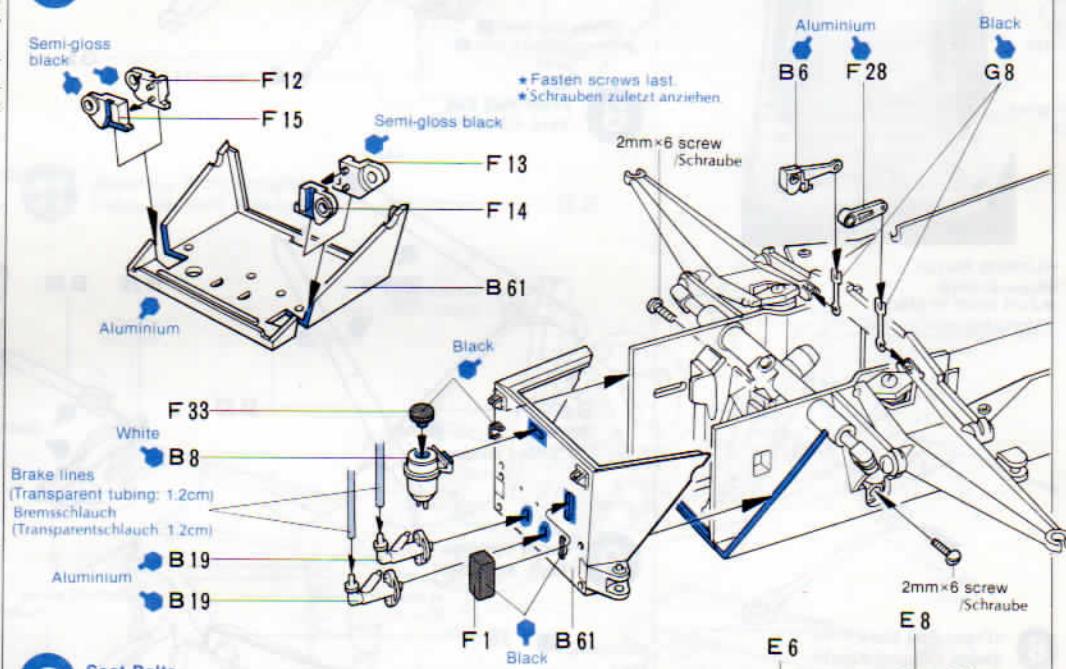
Seat belts are of self sticking tape. Pattern is shown below.
 Für Gurte-Klebeband benutzen.



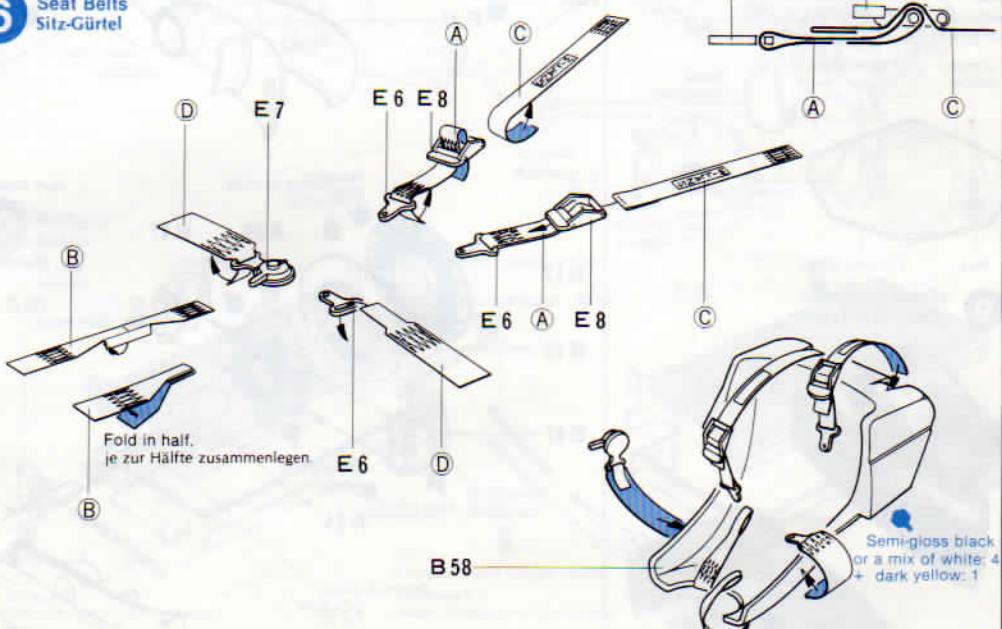
4 Attaching Front Upper Arms
 Vord. Achsarm Einbau



5 Front Bulkhead
 Feuerwand

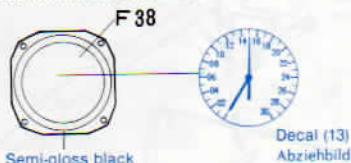


6 Seat Belts
 Sitz-Gürtel

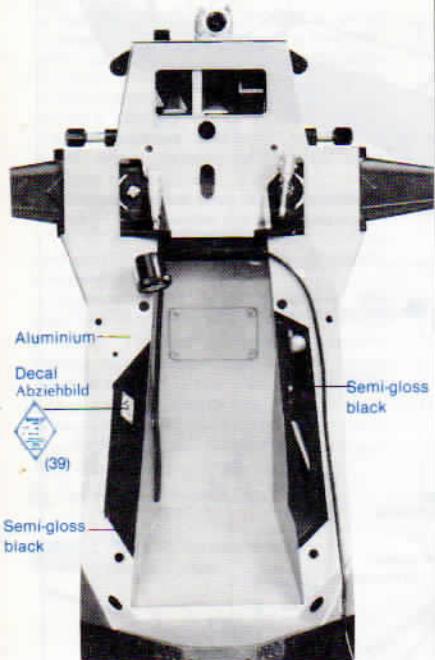


7 <Chassis>

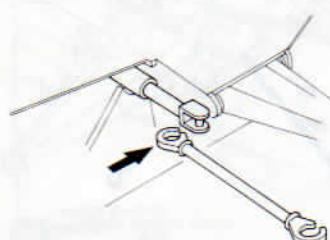
<Decals for Boost Meter>
Abziehbilder für Druckmesser



<Painting and Applying Decals>
Bemalung und Abziehbilder

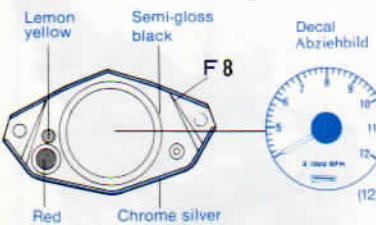


<Linking Parts>
<Gelenkteile>
★ Just snap in place.
★ Vorsichtig eindrücken.



8 <Front Roll Bar> <Vord. Überroll-Bügel>

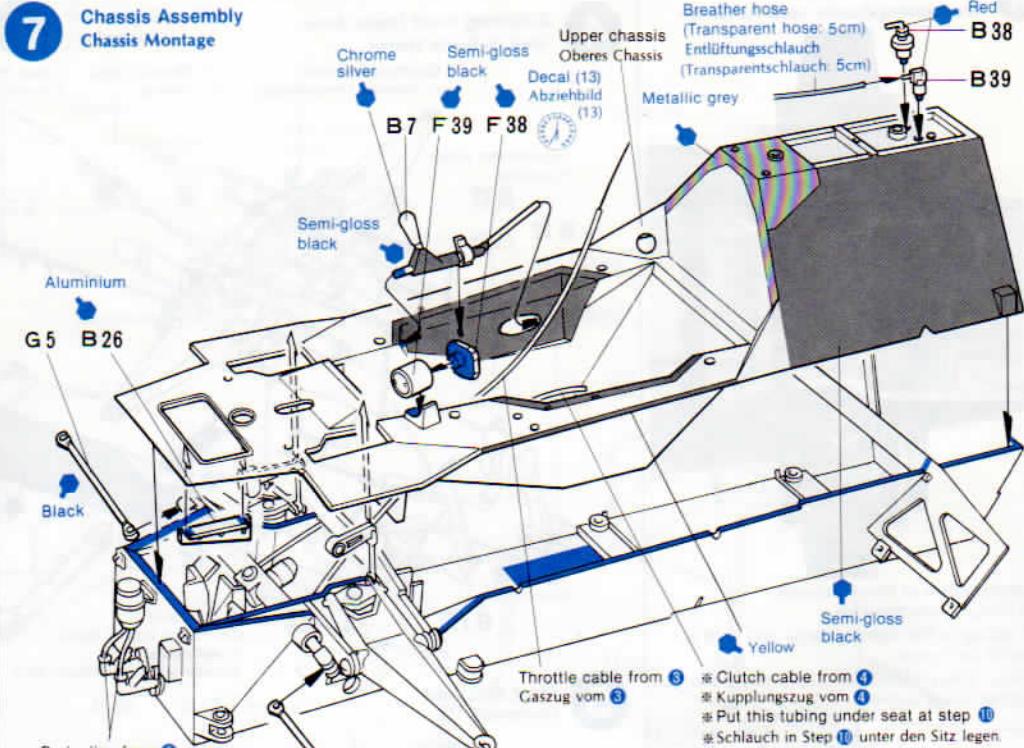
<Decals for Tachometer>
Abziehbilder für der Tachometers



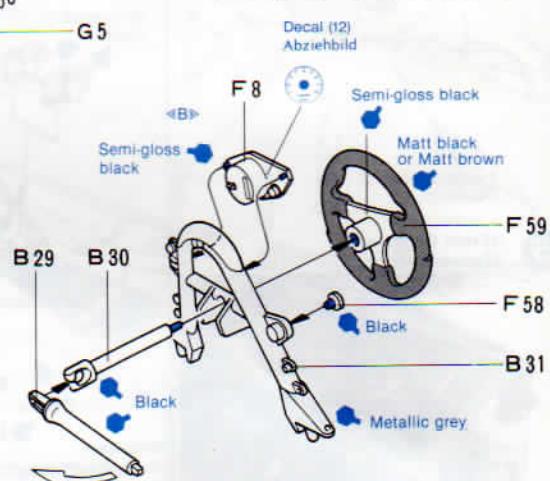
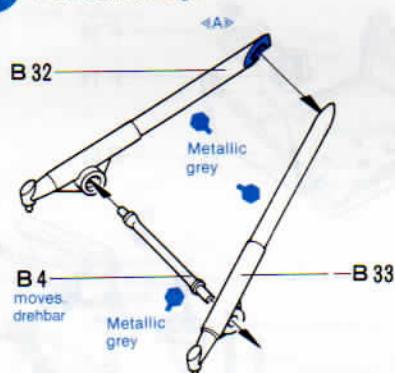
9 <Front Uprights> <Vord. Achs-Lager>



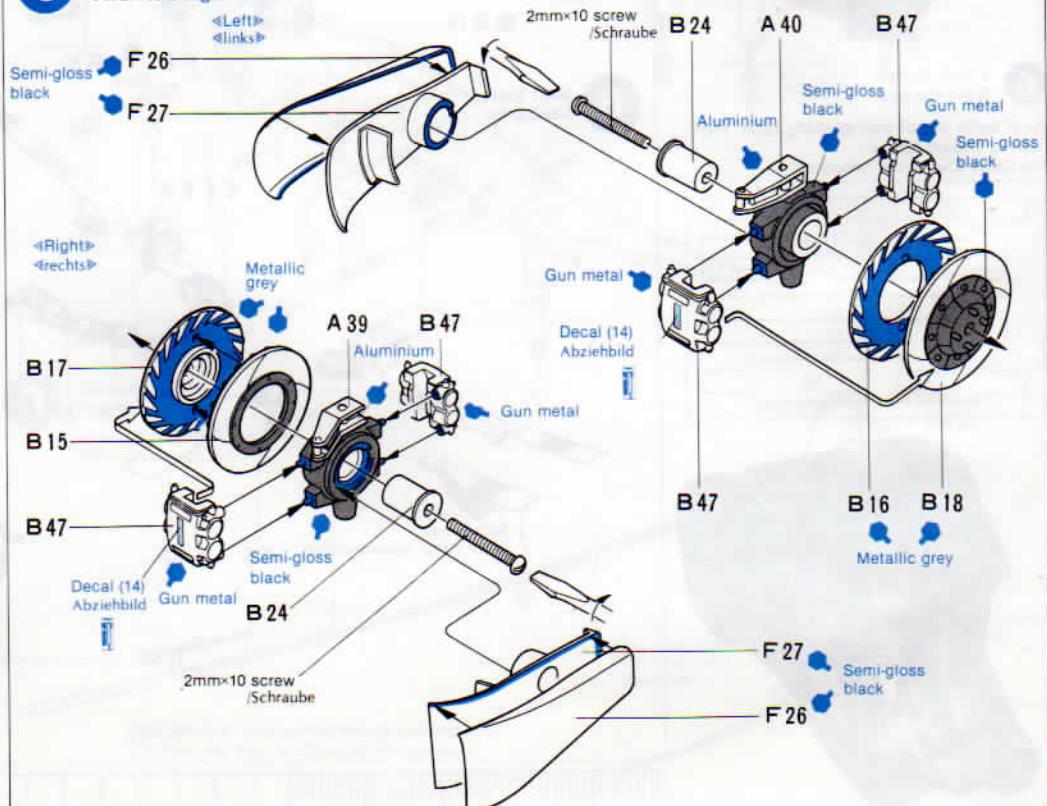
7 Chassis Assembly Chassis Montage

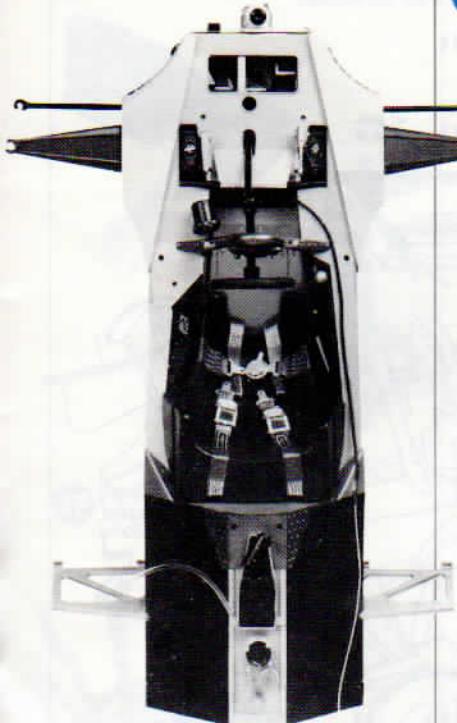


8 Front Roll Bar Vord. Überroll-Bügel



9 Front Uprights Vord. Achs-Lager



10 <Seat>
<Sitz>12 <Radiator>
<Kühler>

It is recommended to paint the radiator grid matt black, then wipe off for a realistic appearance.

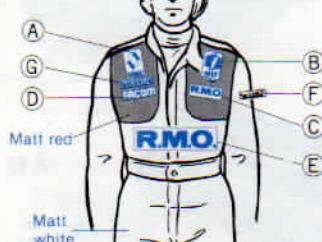
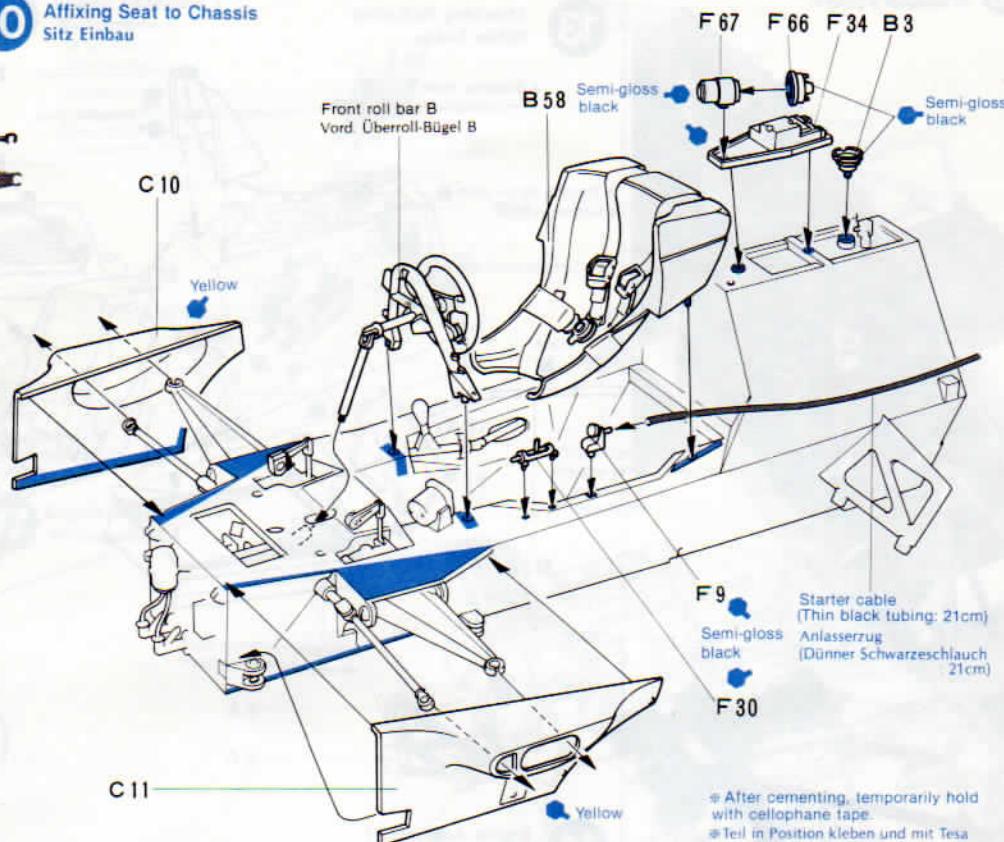
Das Külgitter in matt black bemalen, dann mit der Lappen leicht entfernen. Das wirkt das Modell eindrucksvoller.



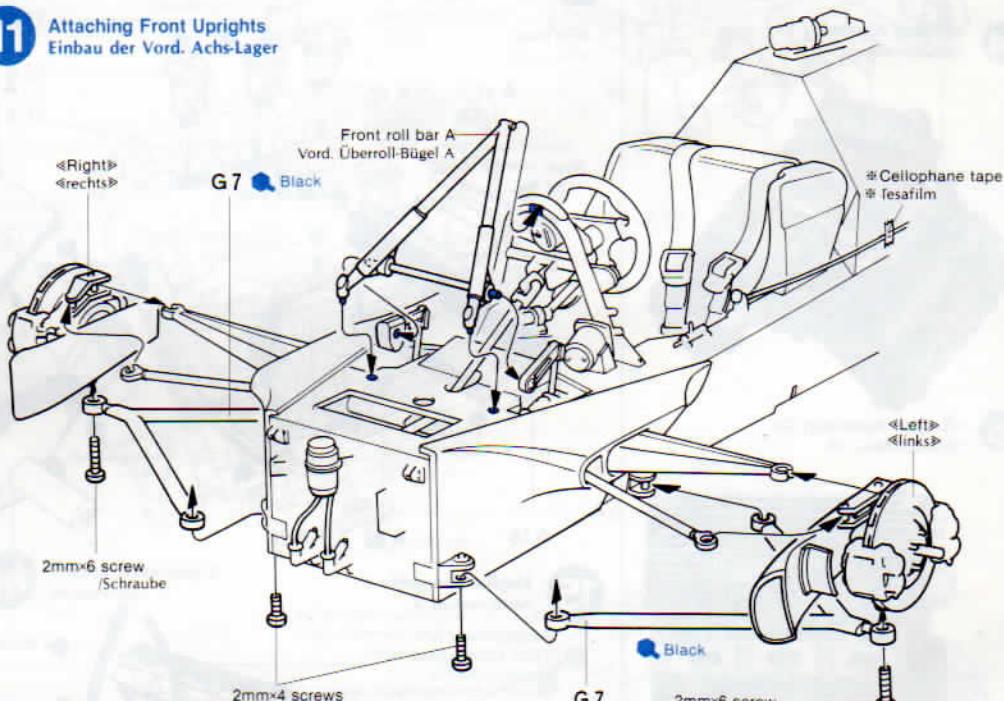
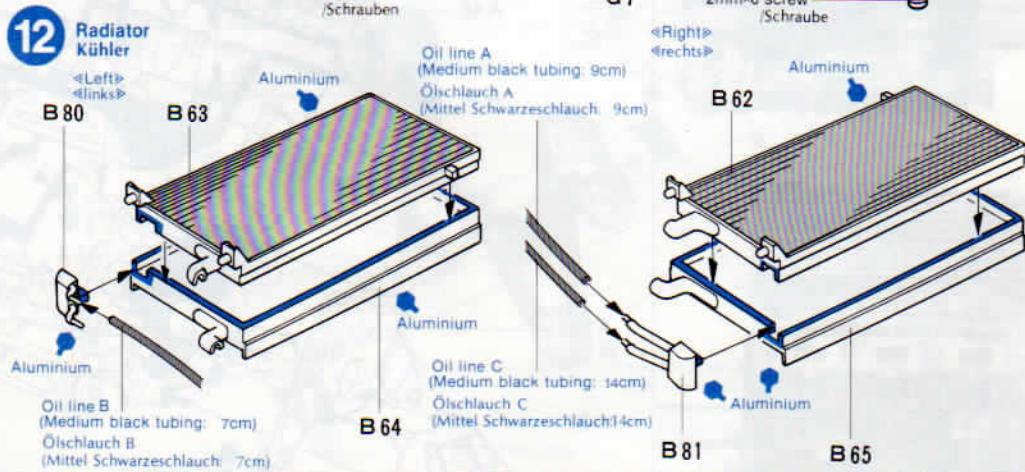
<Decals for Driver and Mechanic>
<Abziehbilder für Fahrer und Mechaniker>
Figures for driver and mechanic are not included.
Fahrer und Mechaniker im Kit nicht enthalten.

<Driver>
<Fahrer>

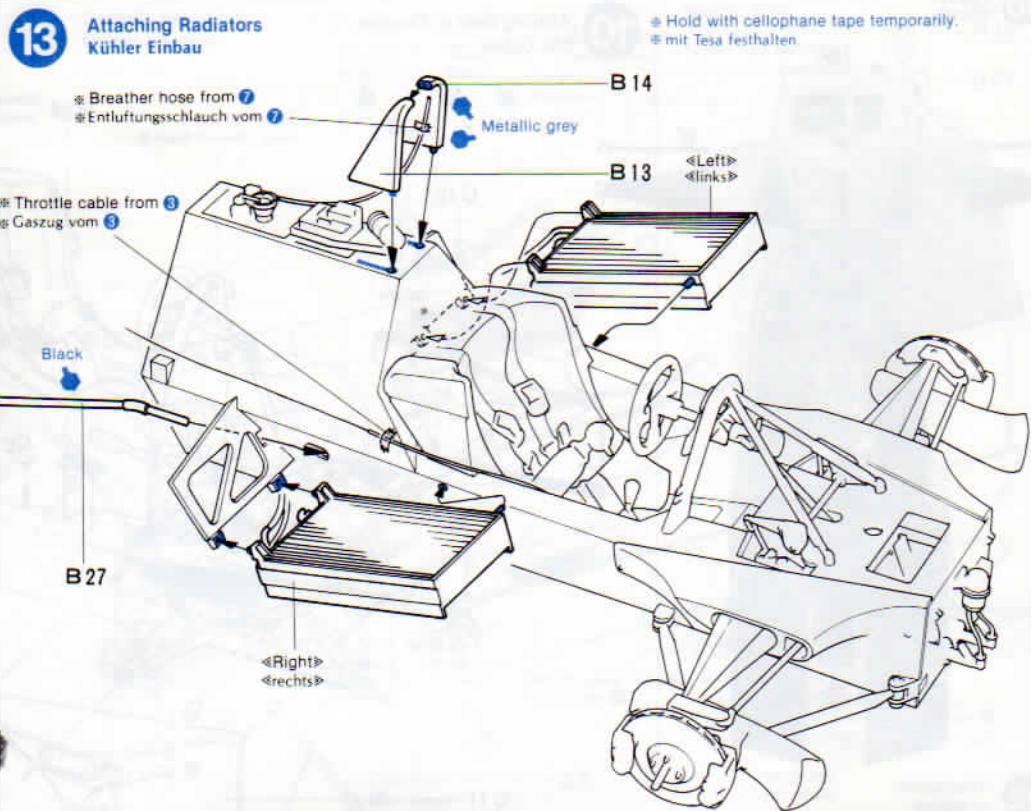
Rene Arnoux

<Mechanic>
<Mechaniker>10 Affixing Seat to Chassis
Sitz Einbau

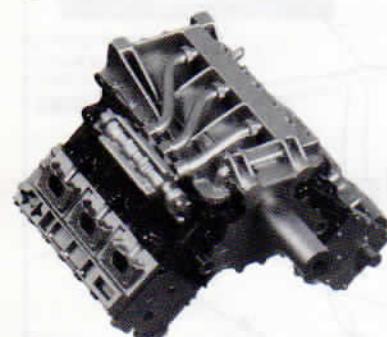
* After cementing, temporarily hold with cellophane tape.
* Teil in Position kleben und mit Tesa zum Trocknen festhalten

11 Attaching Front Uprights
Einbau der Vord. Achs-Lager12 Radiator
Kühler

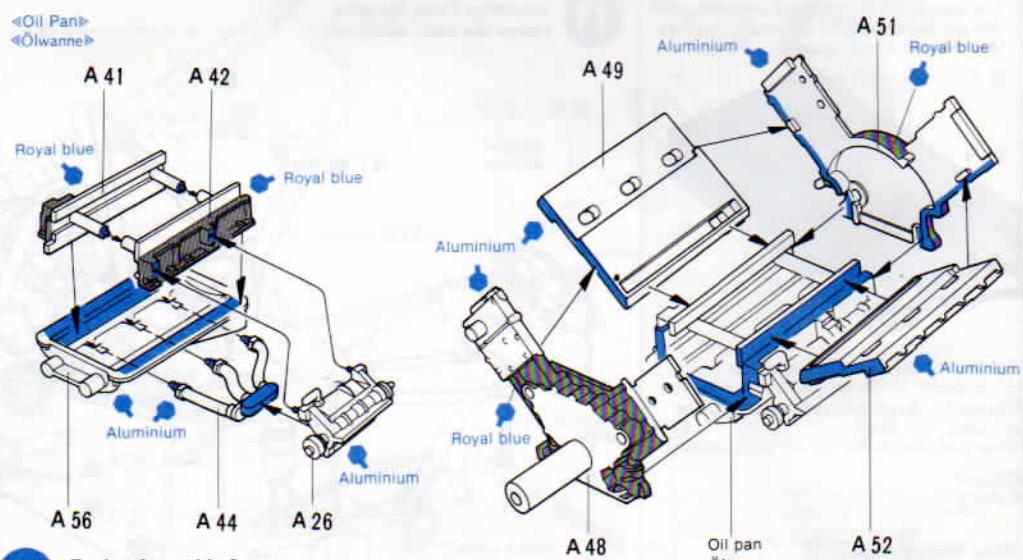
13 «Attached Radiator»
«Einbauter Kühler»



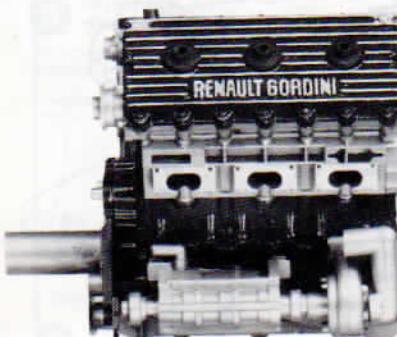
14 «Engine Assembly 1»
«Motorenbau 1»



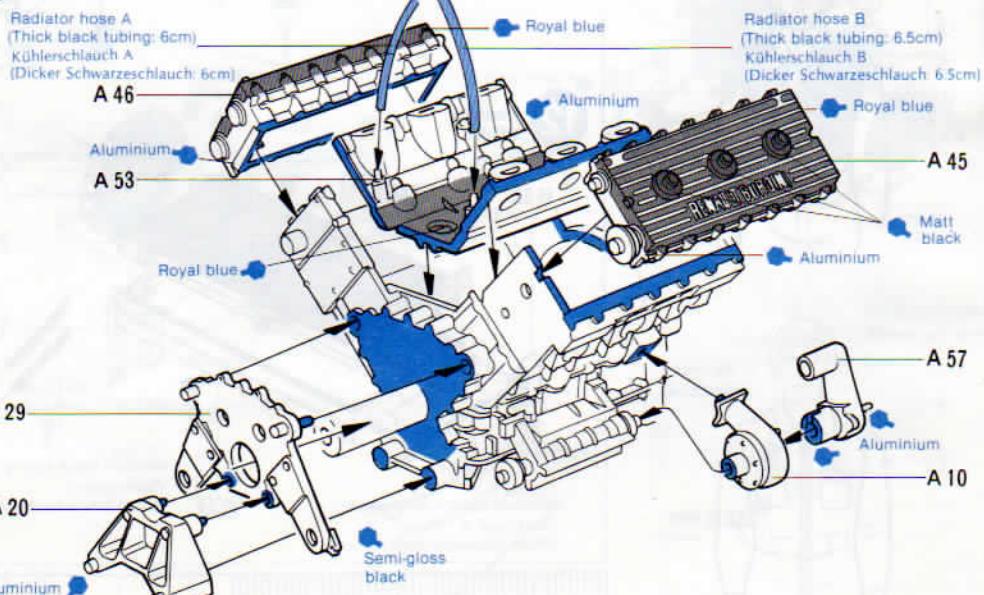
14 Engine Assembly 1
Motorenbau 1



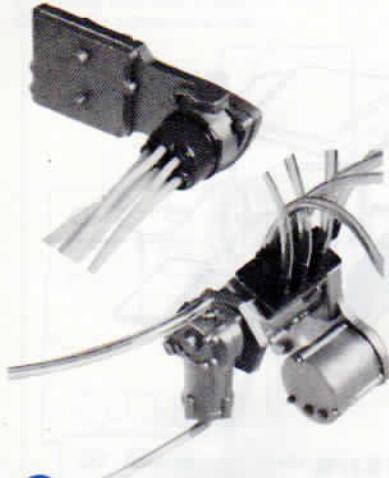
15 «Engine Assembly 2»
«Motorenbau 2»



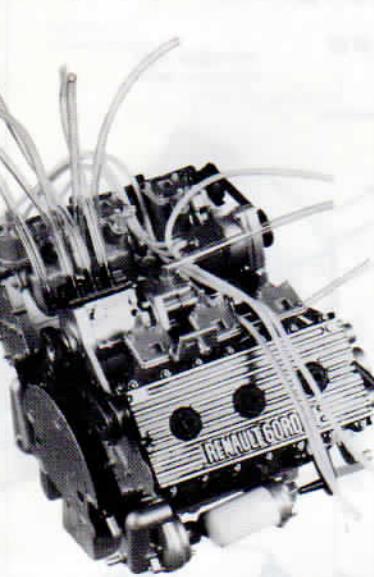
15 Engine Assembly 2
Motorenbau 2



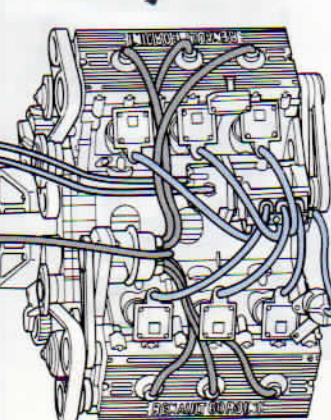
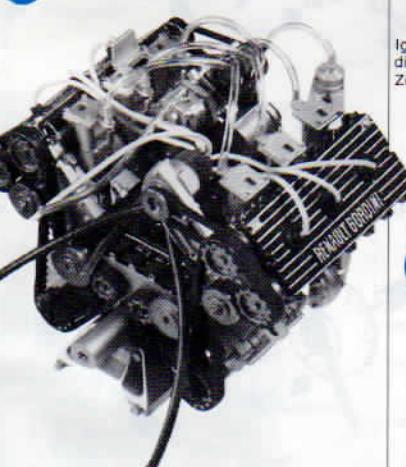
16 «Fuel Pump and Ignition»
«Kraftstoffpumps und Einspritzanlage»



17 «Reference Photo»
«Bezugsbild»



18 «Belt Attachment»
«Keilriemen Einbau»

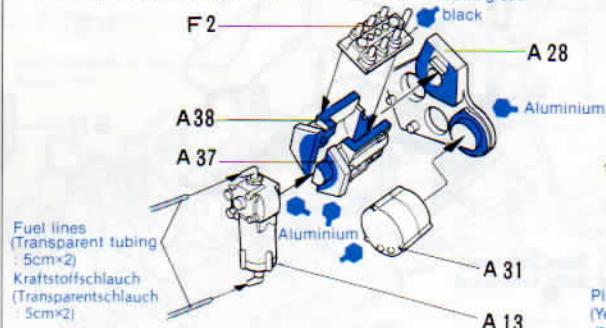


16

Engine Assembly 3
Motorenbau 3

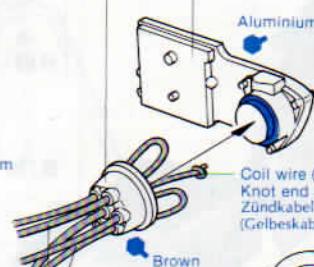
«Fuel Pump»
«Kraftstoffpump»

Injection lines
(Transparent tubings: 3cm×7)
Einspritzschlauch
(Transparentschlauch: 3cm×7)



«Distributor»
«Zündverteiler»

F 3 A 32



Aluminium

Coil wire (Yellow wire: 12cm)
Knot end as shown.
Zündkabel B
(Gelbeskabel: 12cm) verknöten.

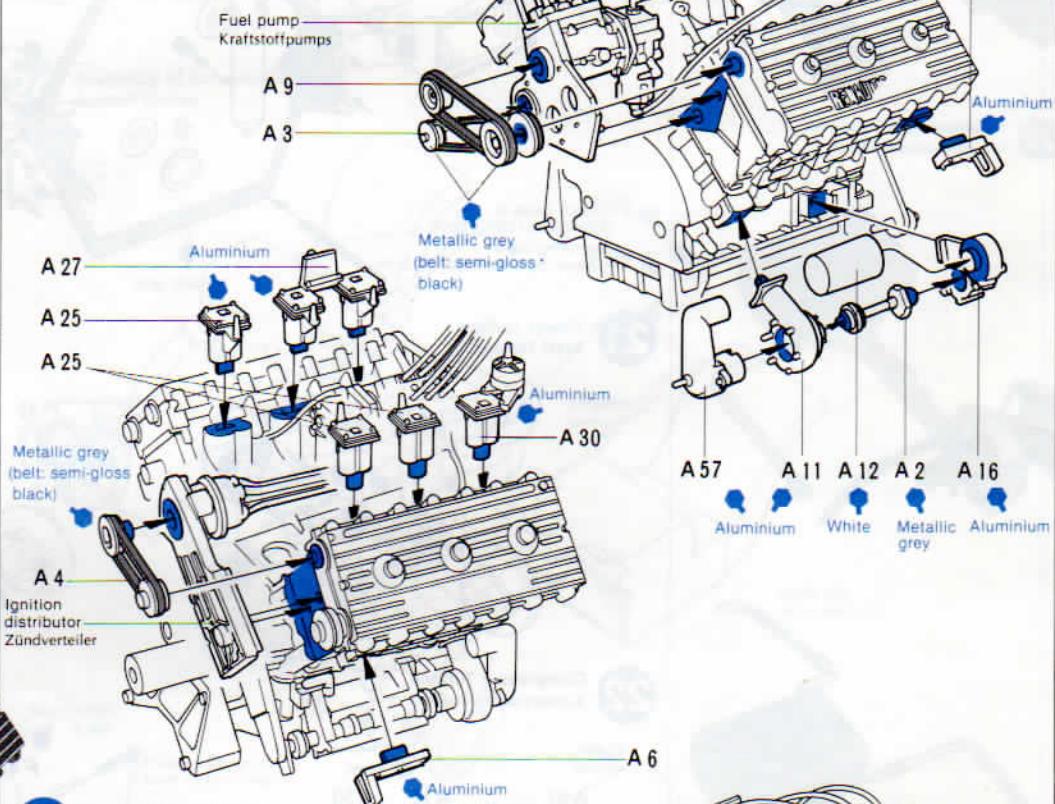


Brown
Plug wires
(Yellow wire: 10cm×3)
Zündkabel A
(Gelbeskabel: 10cm×3)

Fold yellow wire in half, pass thru F 3 as shown.
Gelbeskabel: Hälfe zusammenlegen und beide Enden einführen.

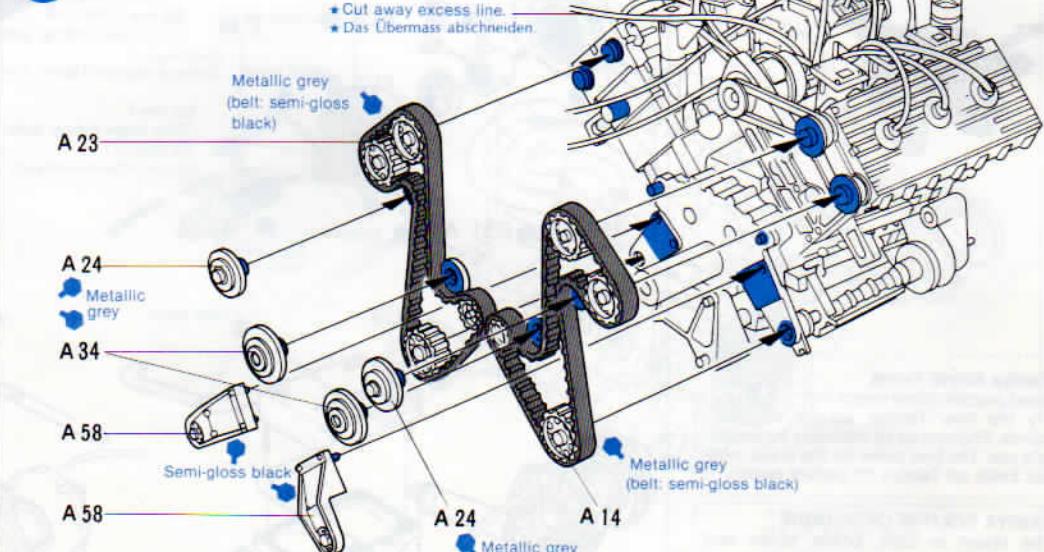
17

Engine Assembly 4
Motorenbau 4

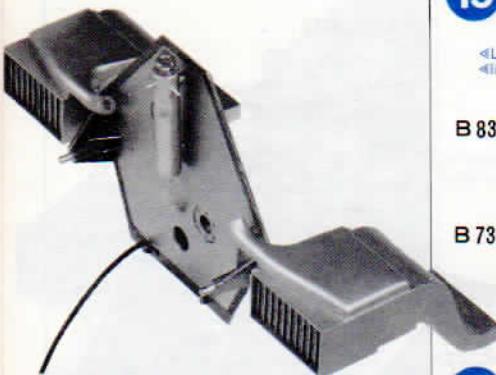


18

Engine Assembly 5
Motorenbau 5



20 «Rear Bulkhead Assembly»
«Hint. Feuerwand Einbau»



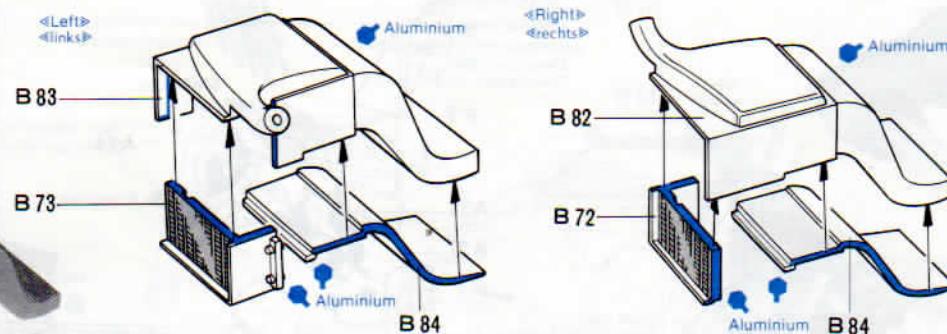
21 «Power Turbine»
«Kraft Turbine»



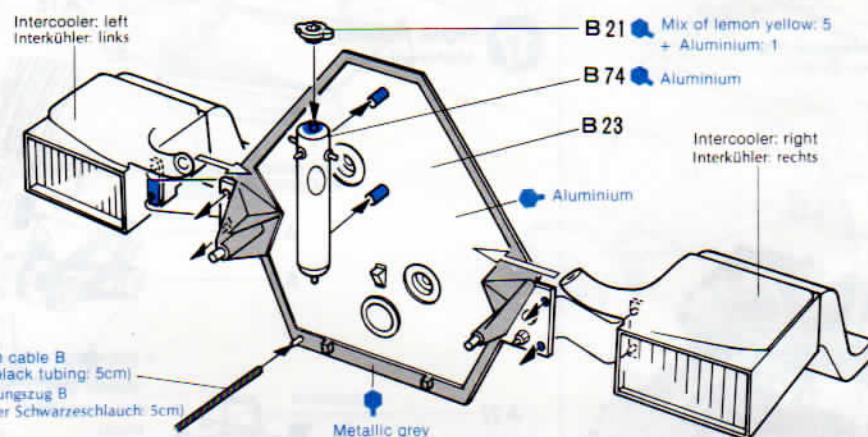
22 «Compressor Turbine»
«Kompressionsraum»



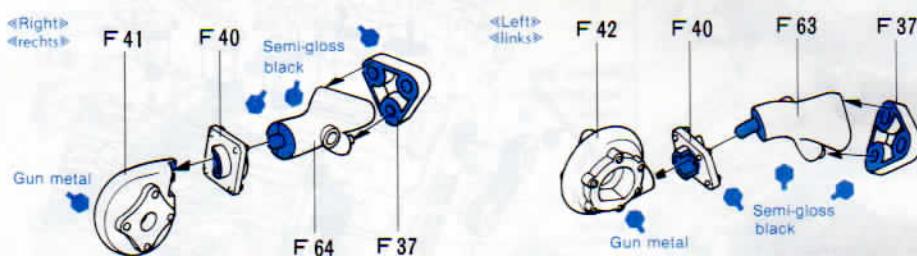
19 Intercooler
Interkühler



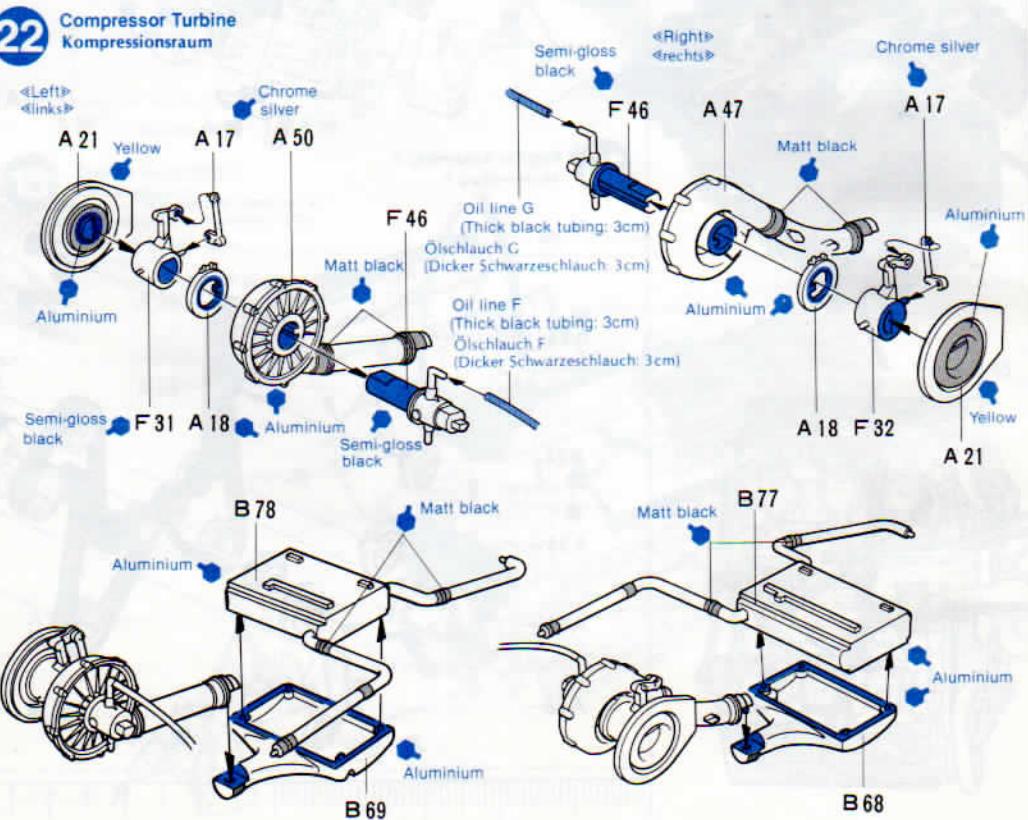
20 Rear Bulkhead
Hint. Feuerwand



21 Power Turbine
Kraft Turbine



22 Compressor Turbine
Kompressionsraum



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Need precise colour matching?
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Insist on Tamiya for perfect results.

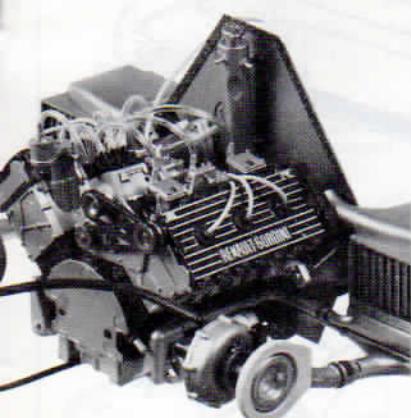
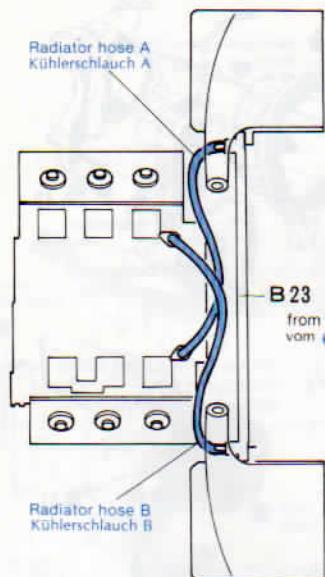


TAMIYA COLOUR CATALOGUE

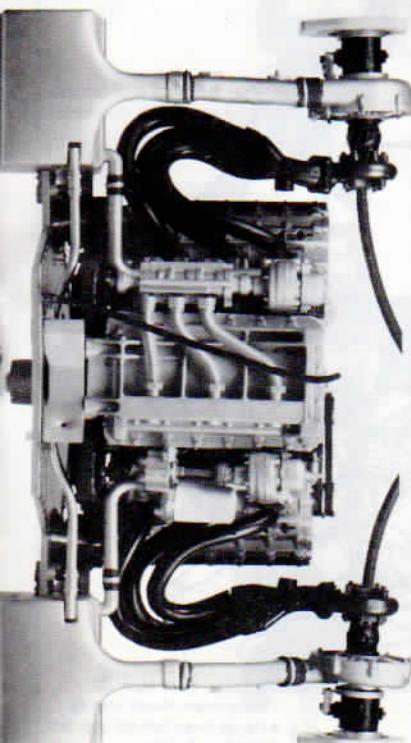
The latest in cars, boats, tanks and ships. Motorized, radio controlled and museum quality models are all shown in full colour in Tamiya's latest catalogue. At your nearest hobby supply house.

23 <Engine Installation>
«Motor Einbau»

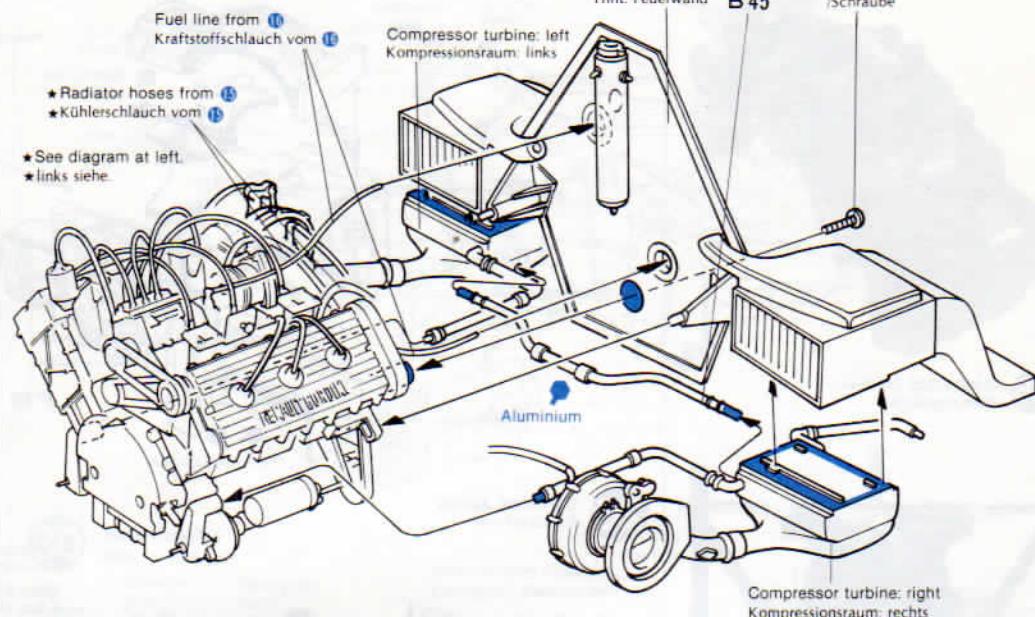
<Installing Radiator Lines>
«Einbau der Küferschlauch»



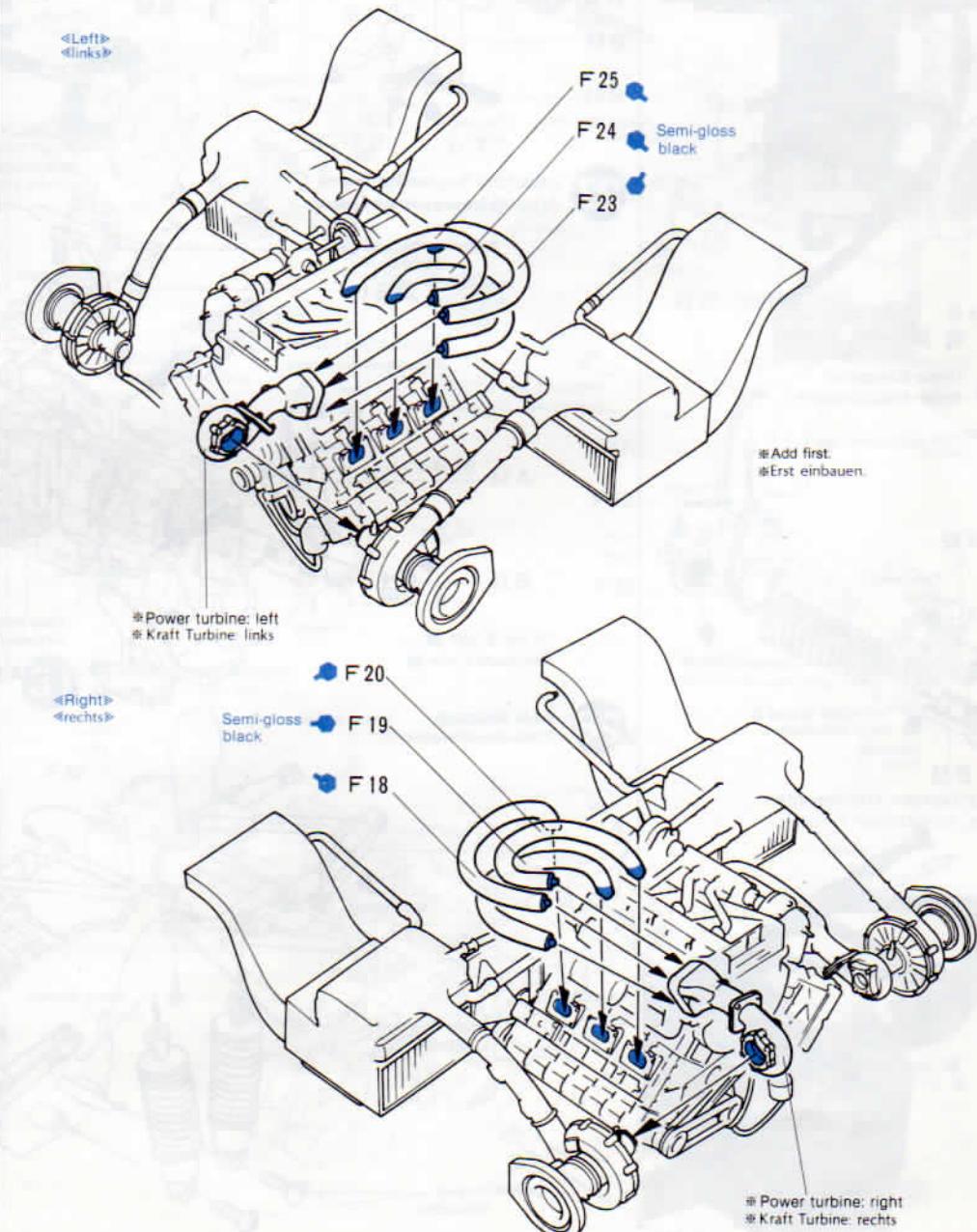
24 <Exhaust Pipes>
«Auspuff»



23 Engine Attachment
Motor Einbau



24 Assembly of Exhaust Pipes
Auspuff Einbau



25 «Gear Box»
«Getriebe Gehäuse»

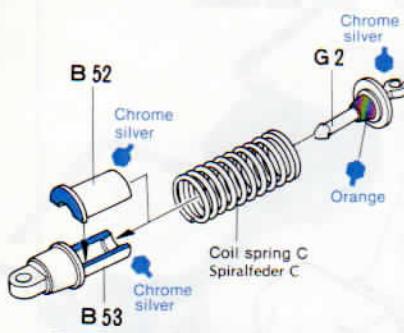


26 «Universal Joints»
«Kreuzgelenk»



28 «Rear Dampers»
«Hint. Stossdämpfer»

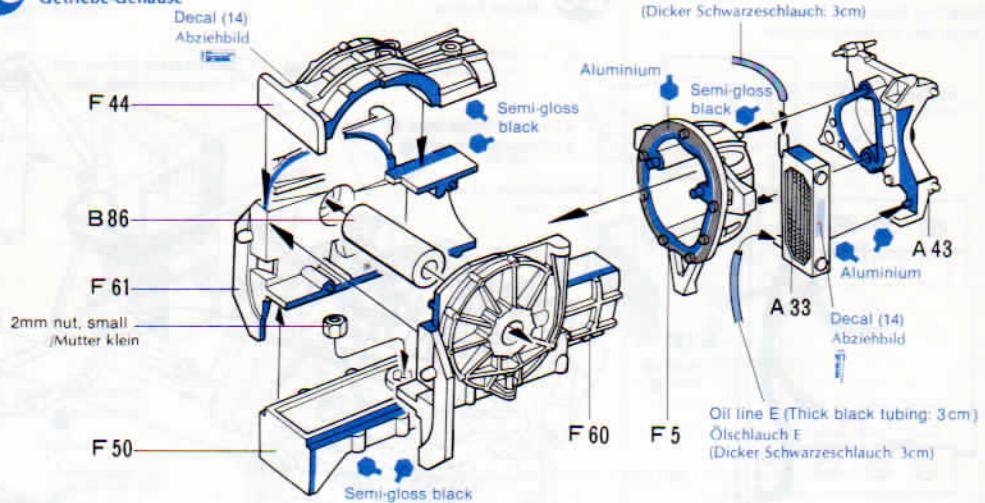
Make 2 sets.
2 Satz machen.



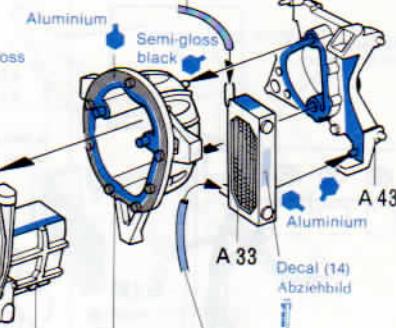
«Rear Damper Attachment»
«Hint. Stossdämpfer Einbau»



25 Gear Box
Getriebe-Gehäuse

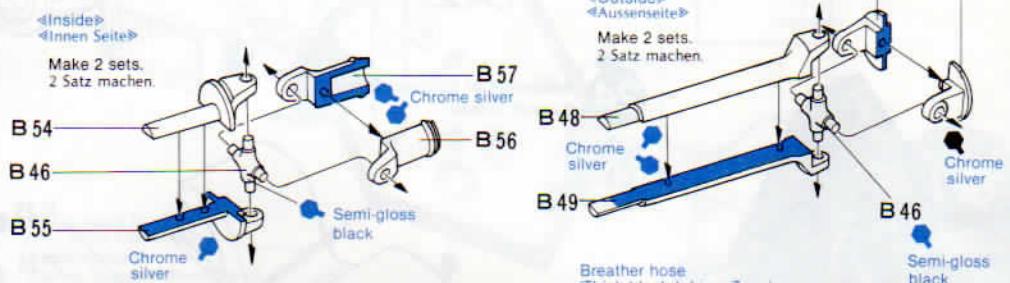


Oil line D (Thick black tubing: 3cm)
Ölschlauch D
(Dicker Schwarzeschlauch: 3cm)

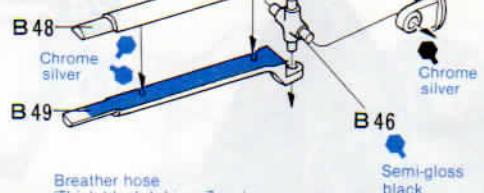


Oil line E (Thick black tubing: 3cm)
Ölschlauch E
(Dicker Schwarzeschlauch: 3cm)

26 Universal Joints
Kreuzgelenk

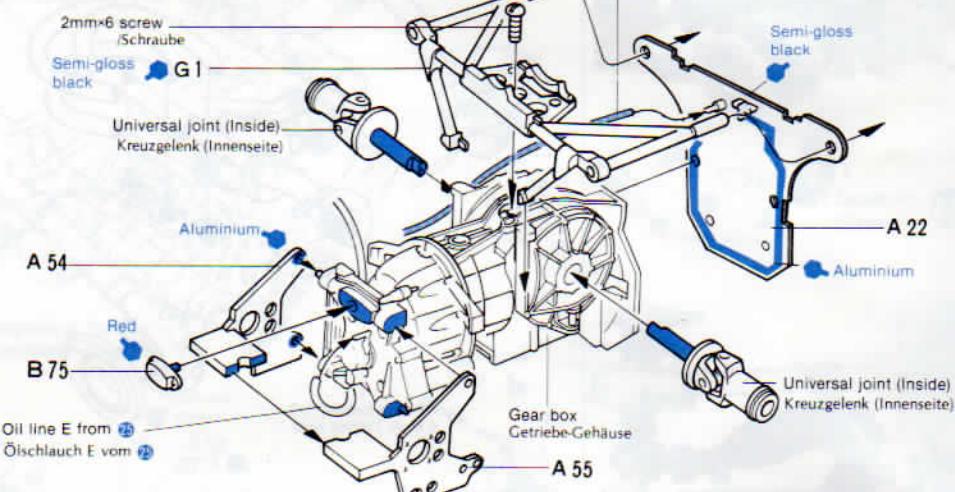


«Outside»
«Außenseite»
Make 2 sets.
2 Satz machen.



Breather hose
(Thick black tubing: 7cm)
Entlüftungsschlauch
(Dicker Schwarzeschlauch: 7cm)

27 Attaching Suspension Frame
Achsaufhängungrahmen Einbau



2mm×6 screw
/Schraube
Semi-gloss black

Universal joint (Inside)
Kreuzgelenk (Innenseite)

Aluminium

Red

Oil line E from ②
Ölschlauch E vom ②

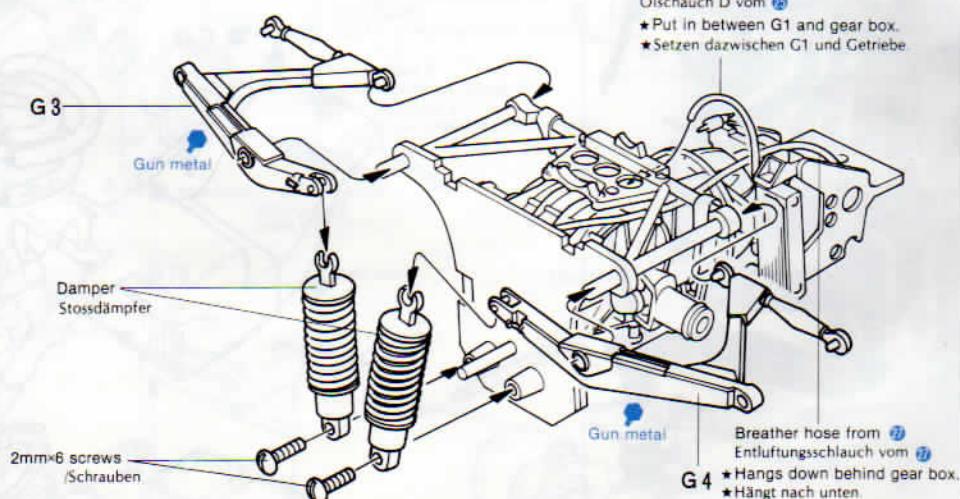
Gear box
Getriebe-Gehäuse

A 55

Oil line D from ②
Ölschlauch D vom ②

*Put in between G1 and gear box.
★Setzen dazwischen G1 und Getriebe

28 Rear Dampers
Hint. Stossdämpfer



Gun metal

Damper
Stossdämpfer

2mm×6 screws
/Schrauben

Gun metal

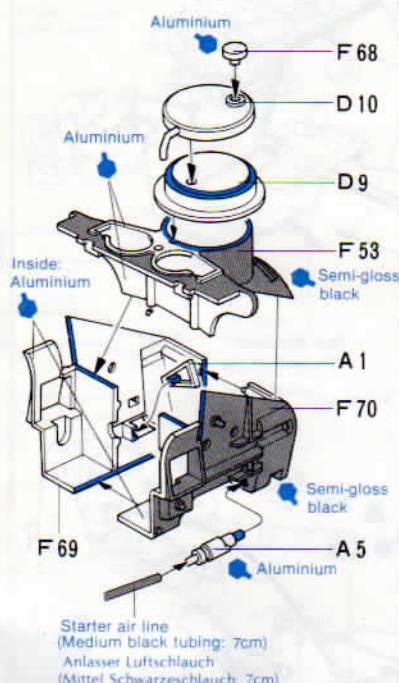
Breather hose from ②
Entlüftungsschlauch vom ②

G 4

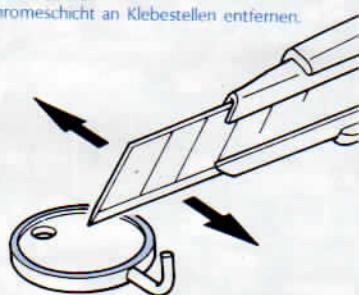
*Hangs down behind gear box.
★Hängt nach unten.

29

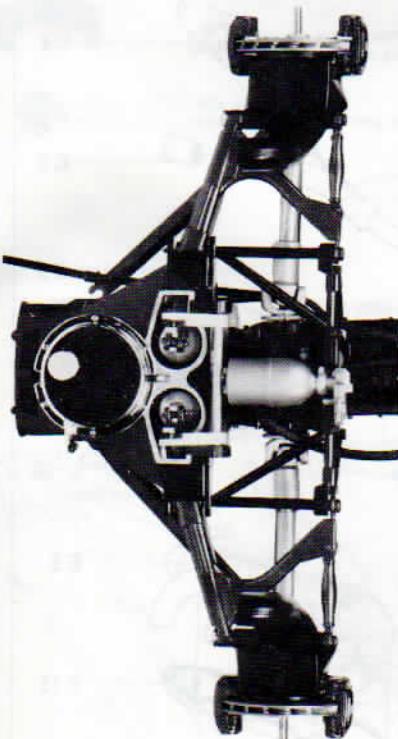
«Oil Tank Support Frame Assembly»
«Ölgehäusestützen»



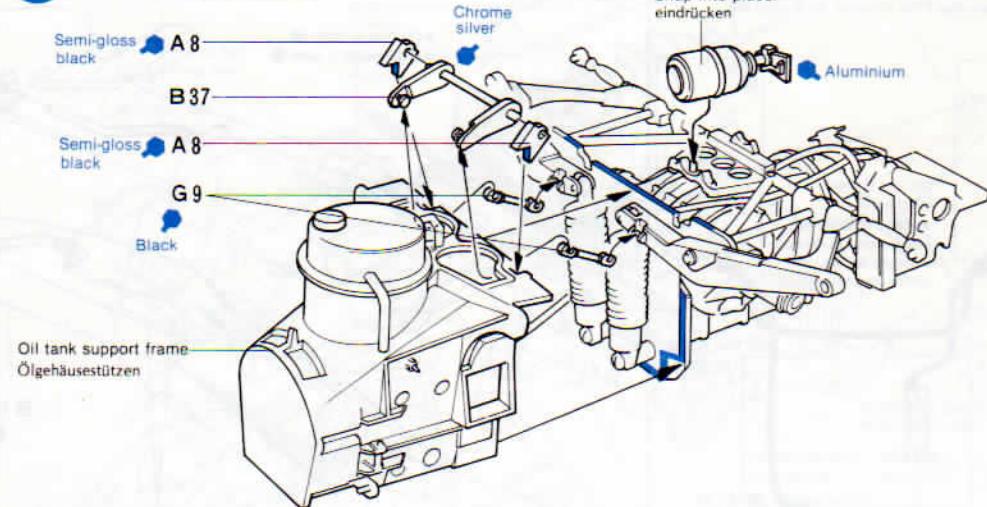
Before cementing plated parts, remove plating from surface to be cemented with a knife.
Chromeschicht an Klebestellen entfernen.



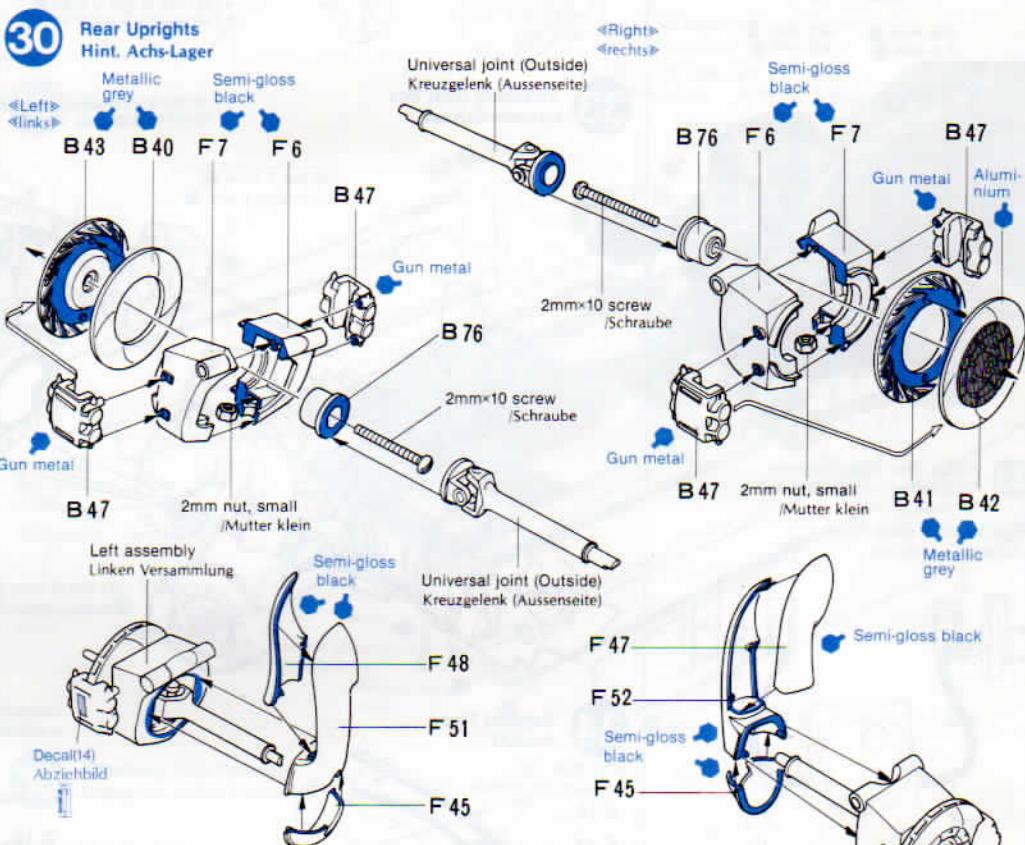
31 «Attaching Rear Uprights»
«Einbau der Vord. Achs-Lager»



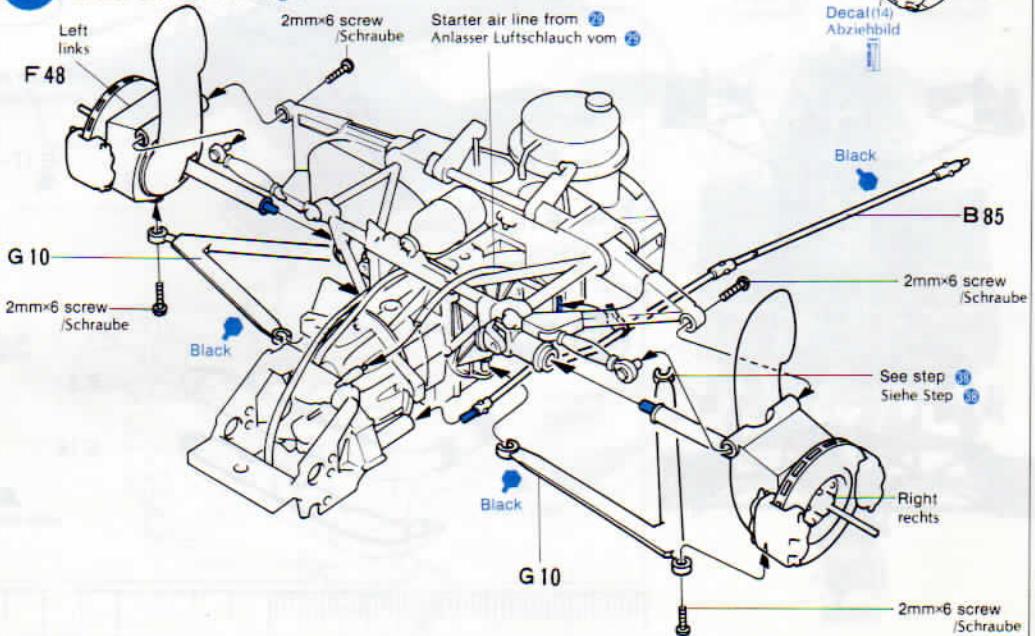
29 Attaching Support Frame
Einbau der Ölgehäusestützen



30 Rear Uprights
Hint. Achs-Lager

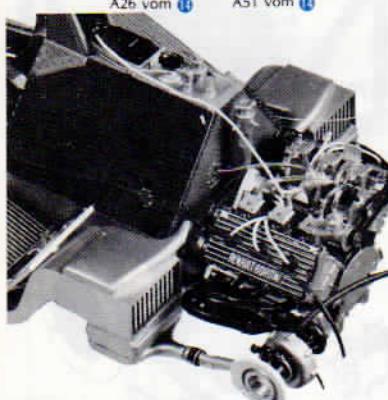
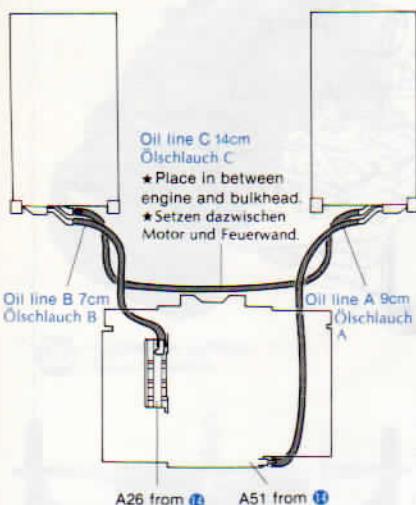


31 Attaching Rear Uprights
Einbau der Vord. Achs-Lager



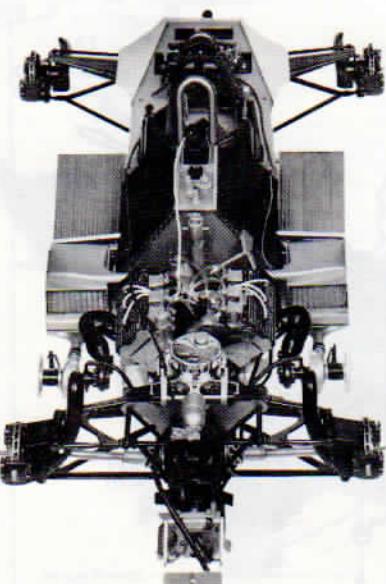
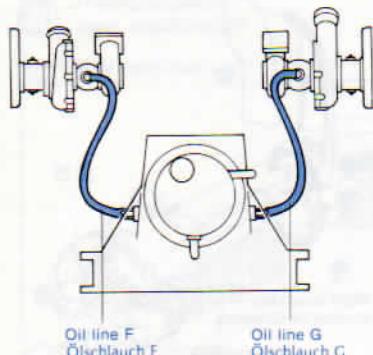
32 <Rear Bulkhead>
«Hint. Feuerwand»

<Installation of Oil Lines A, B and C>
«Einbau der Ölschläuche A, B und C»



33 <Gear Box Attachments>
«Getriebe-Gehäuse Einbau»

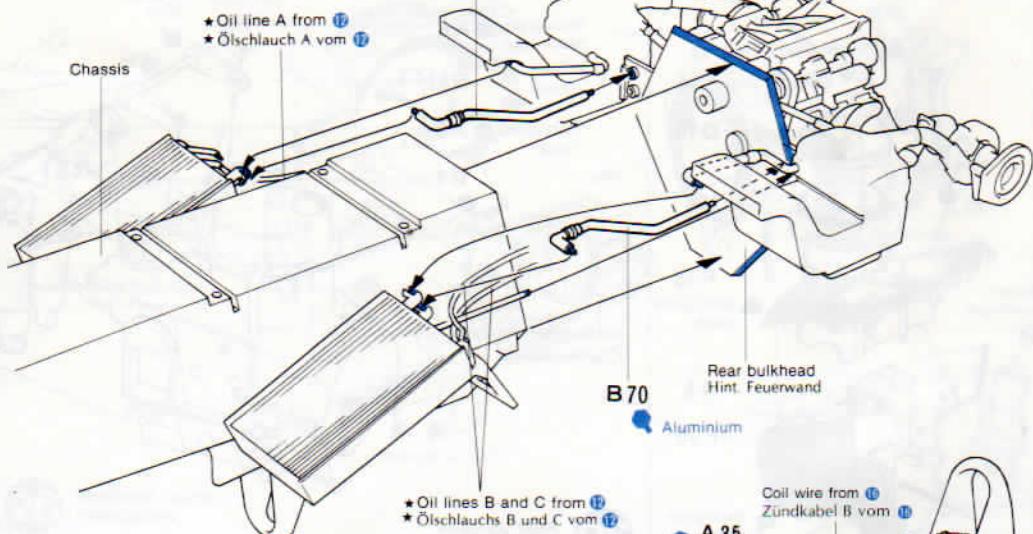
<Top View of Gear Box>
«Ansicht von oben»



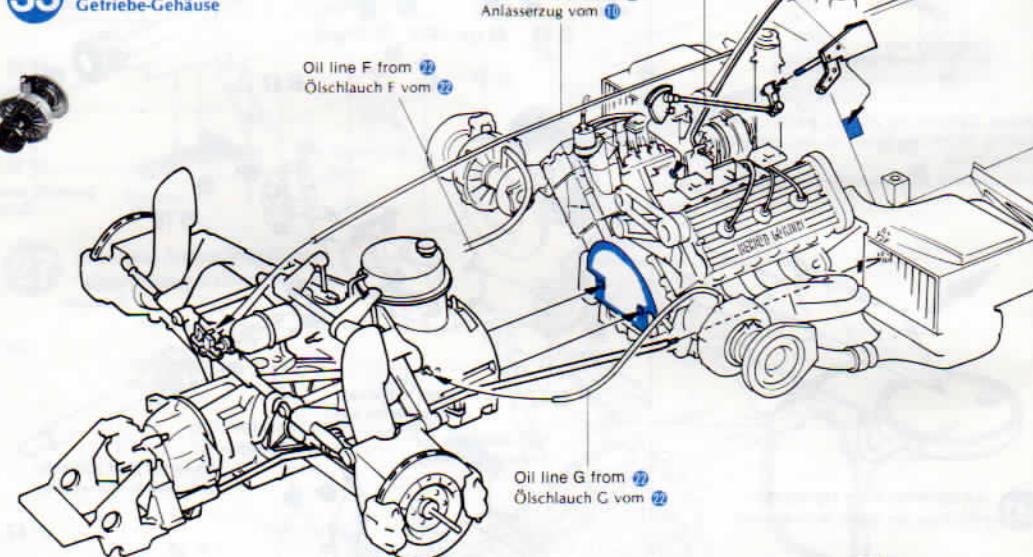
32 Attaching Rear Bulkhead
Hint. Feuerwand Einbau

B 71 Aluminium

* See diagram at left.
★ links siehe.



33 Attaching Gear Box
Getriebe-Gehäuse Einbau



34 Exhaust Pipes
Auspuff

<Tail Pipe: right>
«Auspufftopf: rechts»

E 10

E 13

<Tail Pipe: left>
«Auspufftopf: links»

E 12

E 11

<Blow-off Pipe: right>
«Ablassleitung: rechts»

Metall grey

F 65

E 3

<Blow-off Pipe: left>
«Ablassleitung: rechts»

E 17

F 65

E 4

Metallic grey

35 Intake Manifolds
Saugleitung

<Right>
«rechts»

Matt black

<Left>
«links»

Matt black

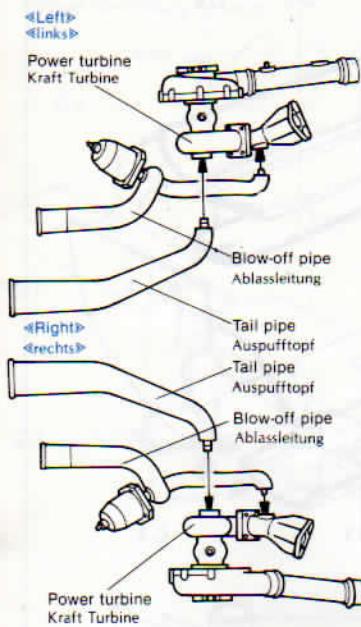
E 5

E 14

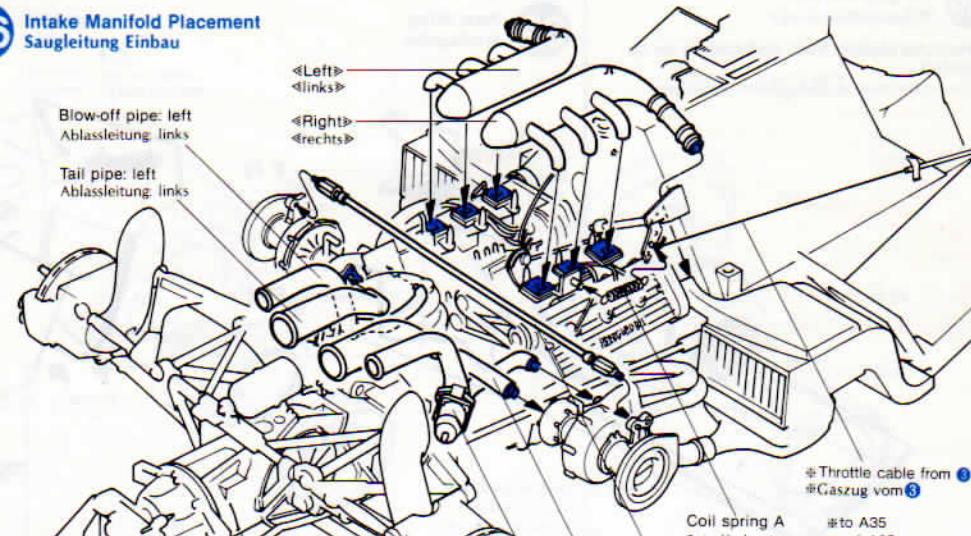
E 9

E 15

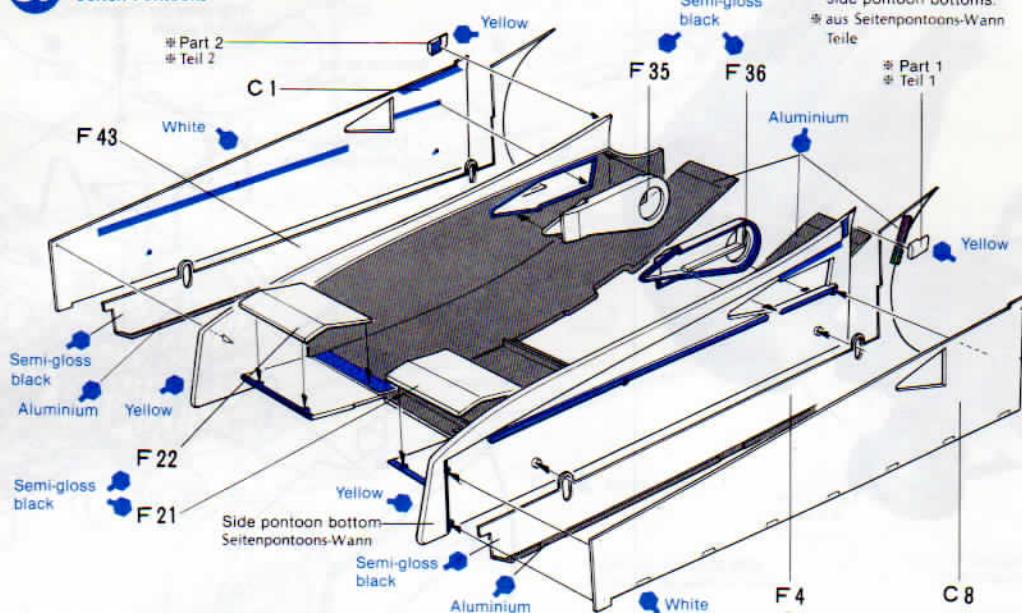
36 «Installation of Exhaust Pipes»
«Auspuff Einbau»



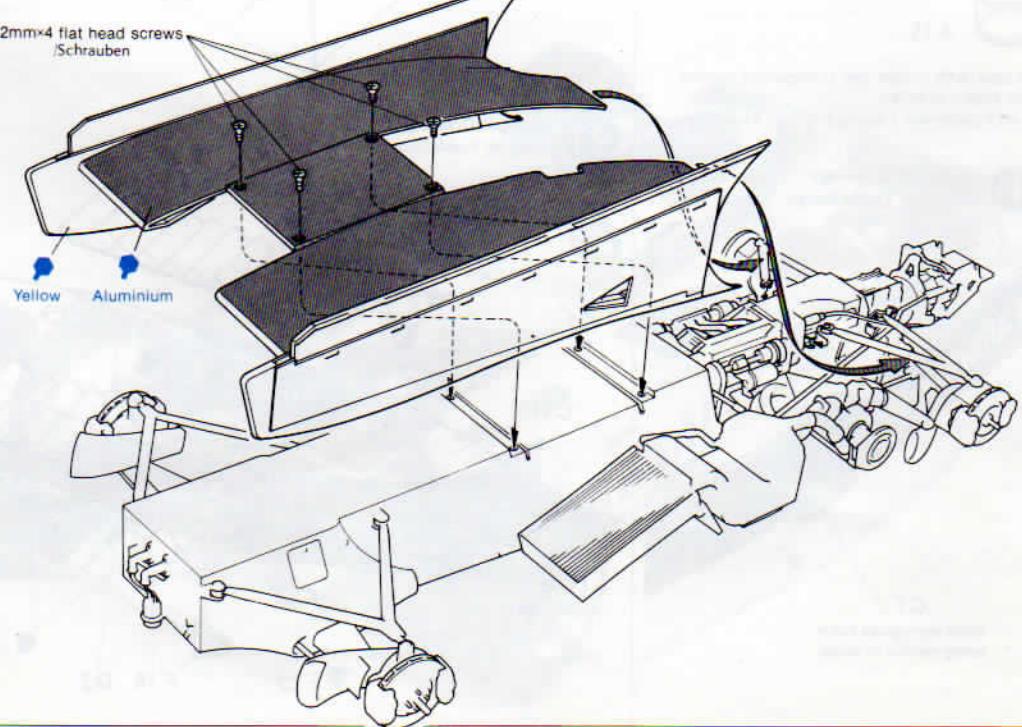
36 Intake Manifold Placement
Saugleitung Einbau



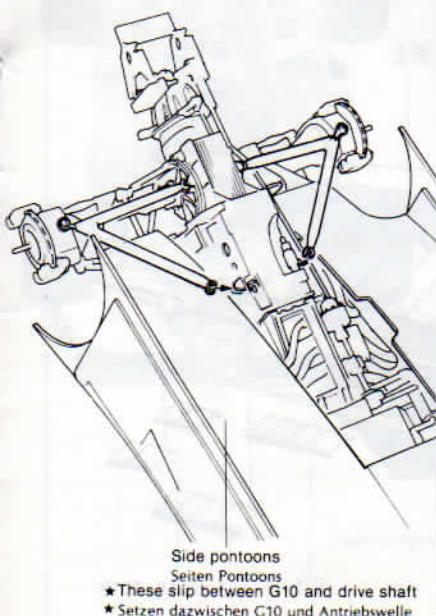
37 Side Pontoons
Seiten Pontoons



38 Attaching Side Pontoon
Einbau der Seiten Pontoons

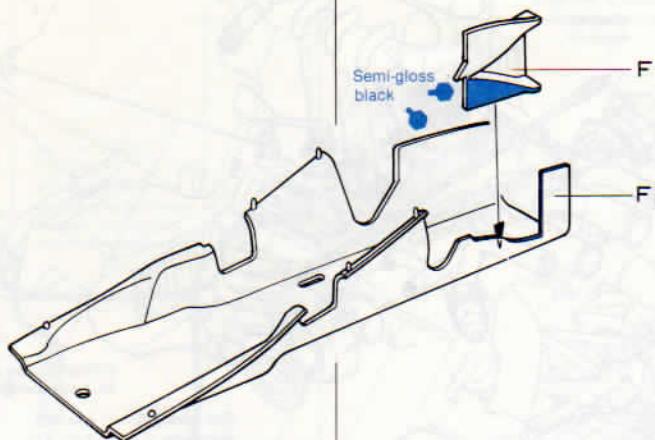


38 «G10's snap into place»
«G10's eindrücken»



39 **<Engine Cover>**
<Chassisabdeckung>

★ Remove plating from surfaces to be cemented.
 ★ Chromeschicht an Klebestellen entfernen.



40 **<Rear Wing>**
<Hecksspoiler>



A 15

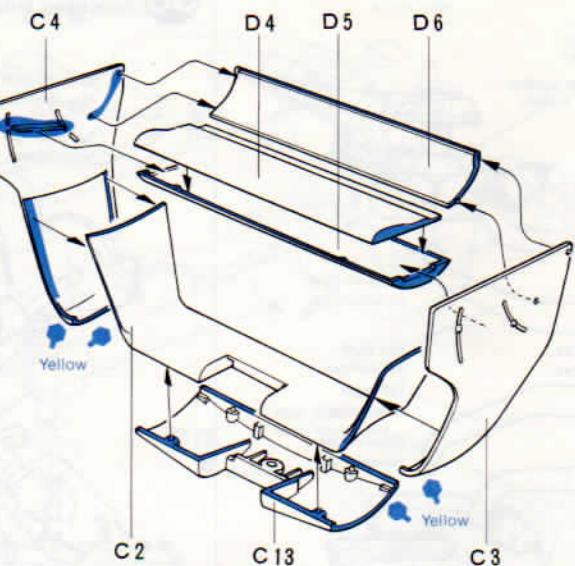
★ Use A15 under the completed model for static display.
 ★ A15 unter den Chassis hält das Modell gerade.

41 **<Cockpit Cowling>**
<Cockpit Verkleidung>

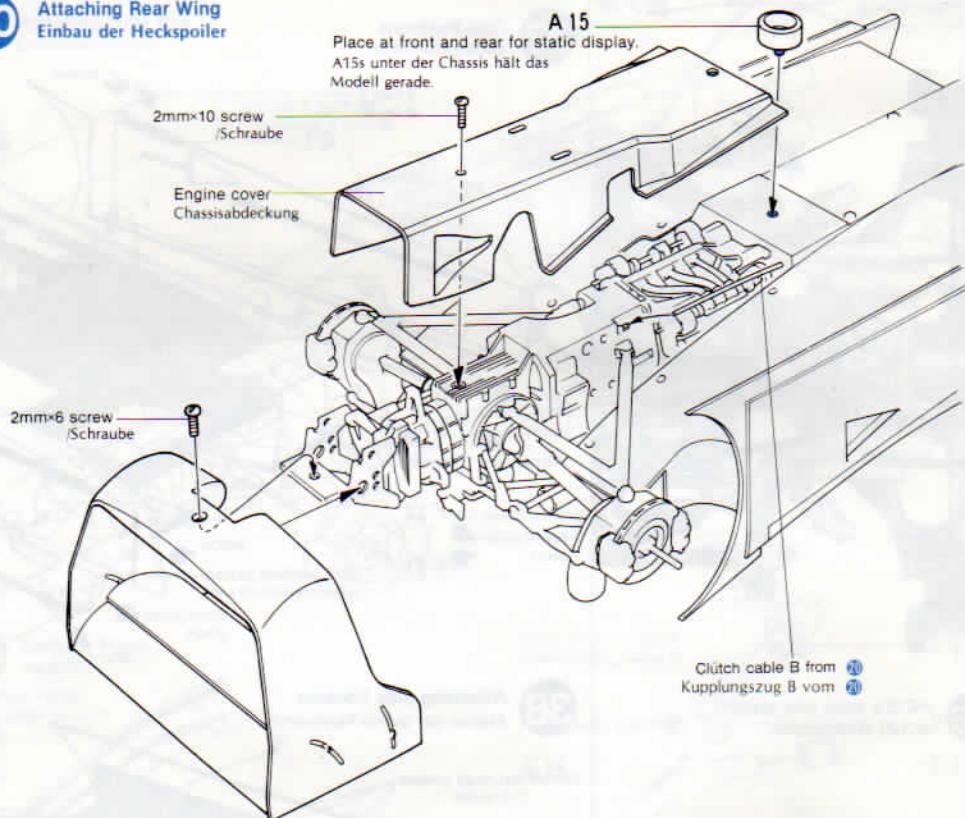


C7
 Paint semi-gloss black
 being careful of decal.

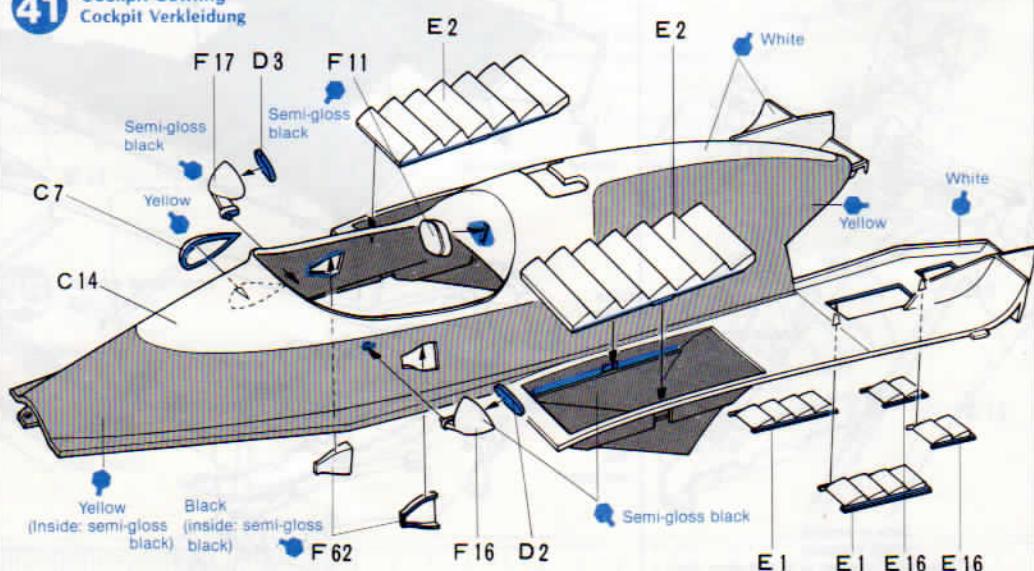
39 **Rear Wing Hecksspoiler**



40 **Attaching Rear Wing**
Einbau der Hecksspoiler

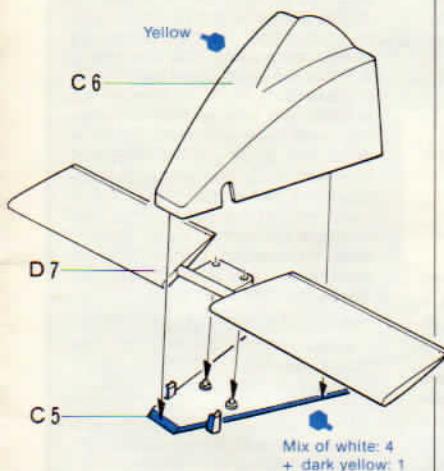


41 **Cockpit Cowling**
Cockpit Verkleidung



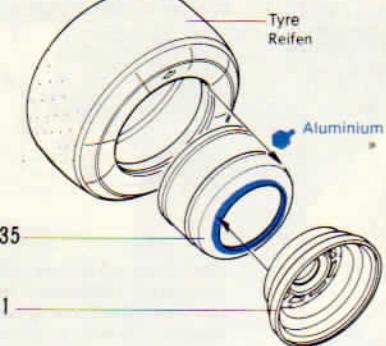
42 «Wheels»
«Räder»

«Nose Cowling»
«Vord. Verkleidung Spoiler»



42 Wheels
Räder

«Front» Make 2 sets.
«vorne» 2 Satz machen.

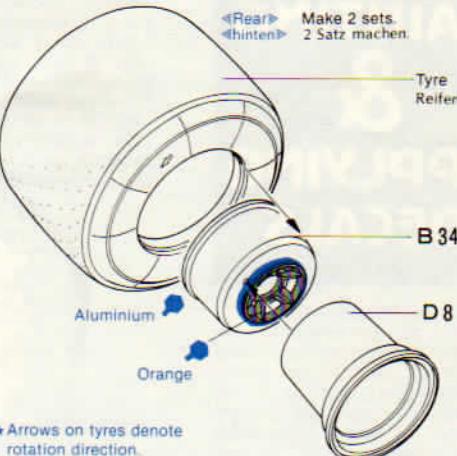


B35

D1

Tyre
Reifen

Aluminium



B34

D8

Orange

Tyre
Reifen

B34

D8

- ★ Arrows on tyres denote rotation direction.
- ★ Auf die Pfeilrichtung an den Reifen achten

43 «Final Assembly»
«Endmontage»

Nose cowling
Vord. Verkleidung Spoiler

RENAULT

43 Final Assembly
Endmontage

1.6mm×5 screws
Schrauben

White

C12

1.6mm×5 screws
Schrauben

- ★ For added realism, lightly sand each tyre.
- ★ Der Reifen mit Sandpapier abschleifen.

C9 White

Rear wheel
Hinterrad

※ 2mm nut (Large)
/Mutter grosse

Front wheel
Vorderrad

※ 2mm nut (Large)
/Mutter grosse

Same on opposite side
Auch auf der anderen Seite

- ※ Tighten with wrench B20.
- ※ mit Mutternschlüssel B20 anziehen.



PAINTING & APPLYING DECALS

«Painting of Renault RE20»

Diagrams at right depict the Renault-Elf in the markings and colour scheme as seen at the United States Western Grand Prix in early 1980. Overall colour was a bright lemon yellow, with a gloss black band around the cockpit. The race number 16 was in royal blue when driven by René Arnoux. Tail and blow-off pipes were tinged with a bright blue from the heat of the exhaust. This was most noticeable where the pipes curved. Top of the cockpit cowling is white, and there is a very thin lemon yellow band separating the white top from the black band. Camshaft covers on both engine heads were royal blue, with the Renault lettering and shallow fins in aluminium. The steering wheel is in brown leather on Arnoux's number 16 and black leather on Jabouille's number 15 car. The louvers on top of the pontoons were polished aluminium, but not as bright as the rear wing. The same is true of the oil tank. It was bright, but not chrome like. There were no oil stains or smudge marks on the surface of the racers, and were always kept in pristine condition.

«Bemalung der Renault RE-20»

Die Zeichnung rechten zeigen den Renault-Elf wie er im US Western Grand Prix Anfang 1980 gefahren wurde. Ganz in zitronengelb mit einem schwarzen Streifen um das Cockpit. Der Wagen gefahren von René Arnoux hatte die Nummer 16 in royalblau. Das Cockpit-Oberteil ist weiß und mit einem dünnen Band in zitronengelb vom breiten, schwarzen Streifen getrennt. Beide Zylinderkopfdeckel sind in royalblau, der Renault Schriftzug und die Rillen sind in aluminium bemalt. Arnoux's Wagen mit der Nummer 16 hatte ein Steuerrad aus braunem Leder, Jabouille's Wagen No. 15 ein schwarzes. Die Flächen über den seitlichen Verkleidungen waren in poliertem aluminium, wie auch der Öltank. Die Rennwagen zeigten keine Ölleckern oder verschmutzte Flächen und gingen ausgeschnitten gepflegt an den Start.

«Painting»

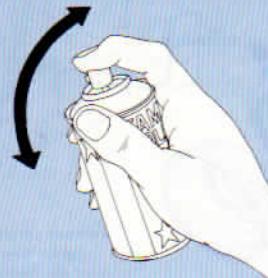
When painting your model, remember to try and be as authentic as possible. 15 basic colours are recommended for your use. If you stick by these colours, you will have the real aurora of the actual machine.

«Bemalung»

Beim Bemalen des Modells soll man versuchen, so genau wie möglich zu sein. 15 Grundfarben werden benötigt, für eine "echte" Renault RE-20

«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 glue or joins 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.



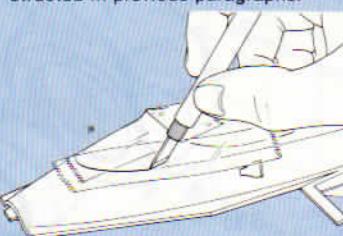
«Vor dem Malen»

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

«Painting with masking tape»

When the paint is completely dry, apply masking tape or sticky paper (not cellophane tape) over the whole area of the body. Draw out the re-

quired shape you want onto the paper with a hard pencil, then cut the paper along the lines you have drawn very carefully. Then remove the paper not required to mask the body. Finally press the mask firmly down onto the plastic to ensure it seals it from the paint. Then paint as instructed in previous paragraphs.



«Bemalung mit Klebeband»

Farbe muss vollkommen trocken sein. Nur Klebeband oder Abdeckband verwenden – niemals Tesa-film – und gut anliegend aufkleben. Die zu bemalenden Flächen ausschneiden. Abdeckband erst nach gutem Trocknen der Farbe entfernen.

«Decal Application»

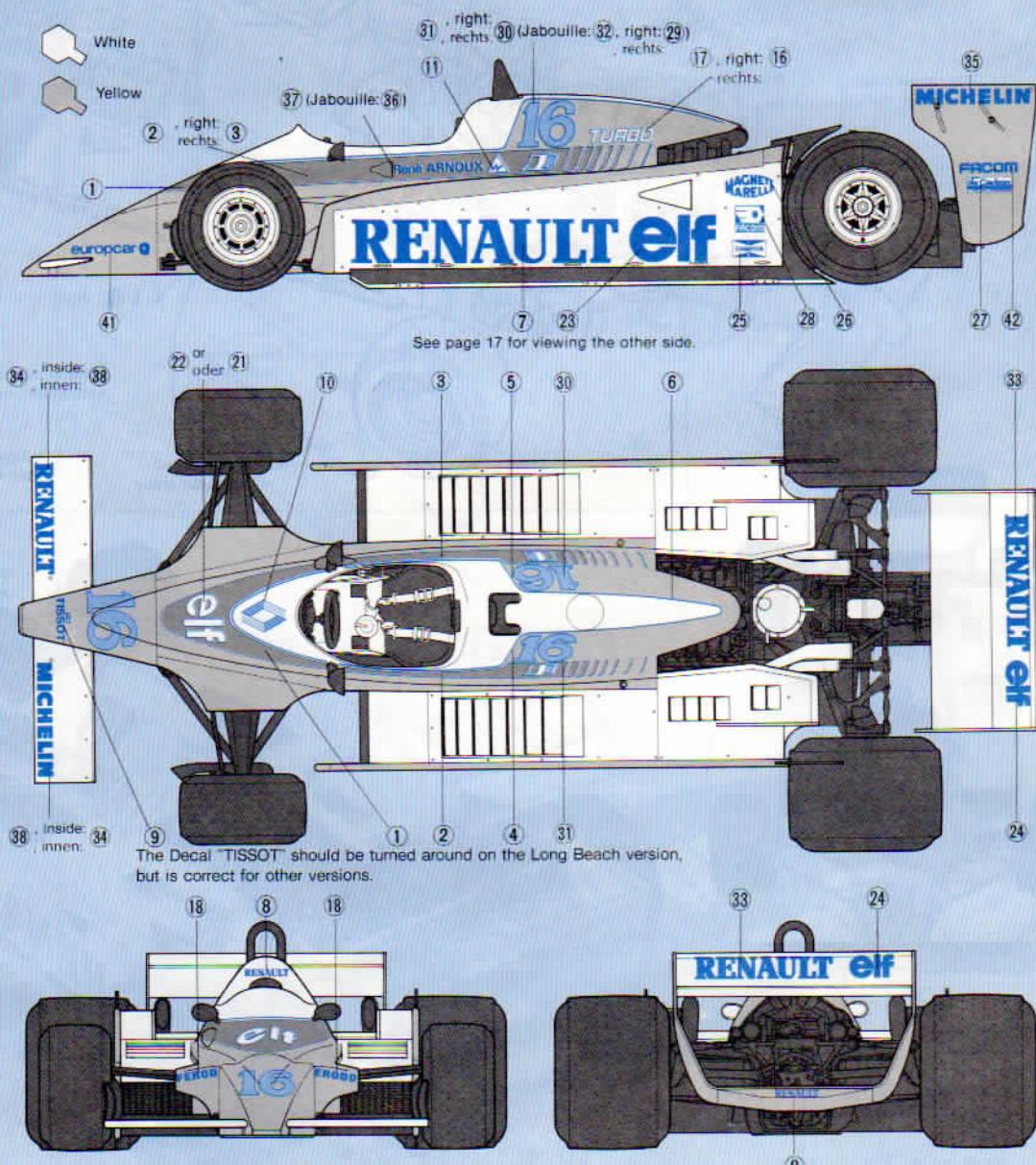
- ① Remove all dust, dirt and adhesive smears with a wet cloth before applying any decals.
- ② The decal to be applied should be removed beforehand from the decal sheet. Cut off translucent film along coloured parts.
- ③ Dip the decal in tepid water for about 10 seconds and then remove it onto a clean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



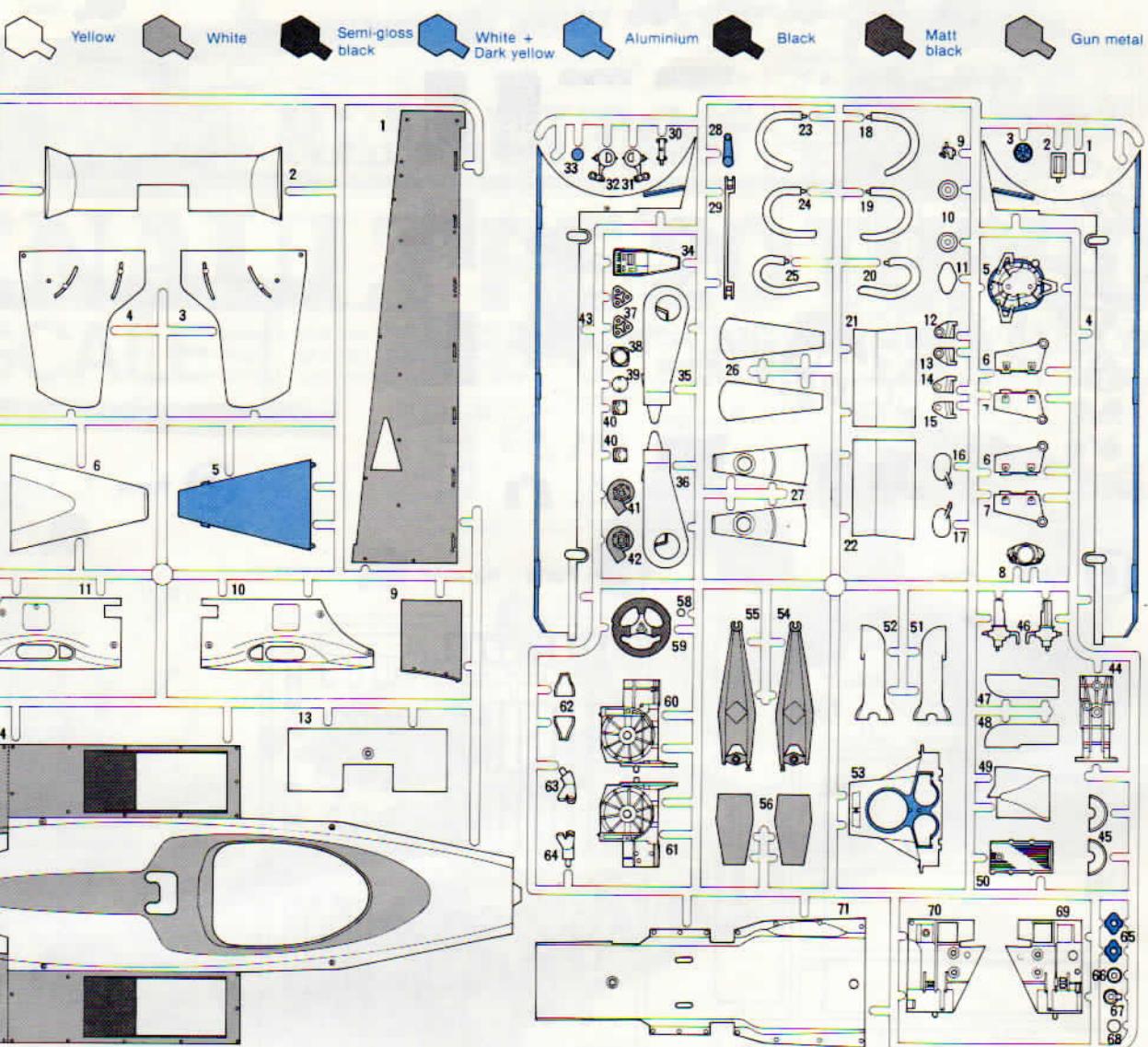
«15 Basic Colours»

«15 Grundfarben»

- Black
- White
- Royal blue
- Orange
- Red
- Lemon yellow
- Yellow
- Brown
- Gun metal
- Chrome silver
- Matt black
- Matt brown
- Aluminium
- Metallic grey
- Dark yellow

PARTS

C Parts



F Parts

Semi-gloss

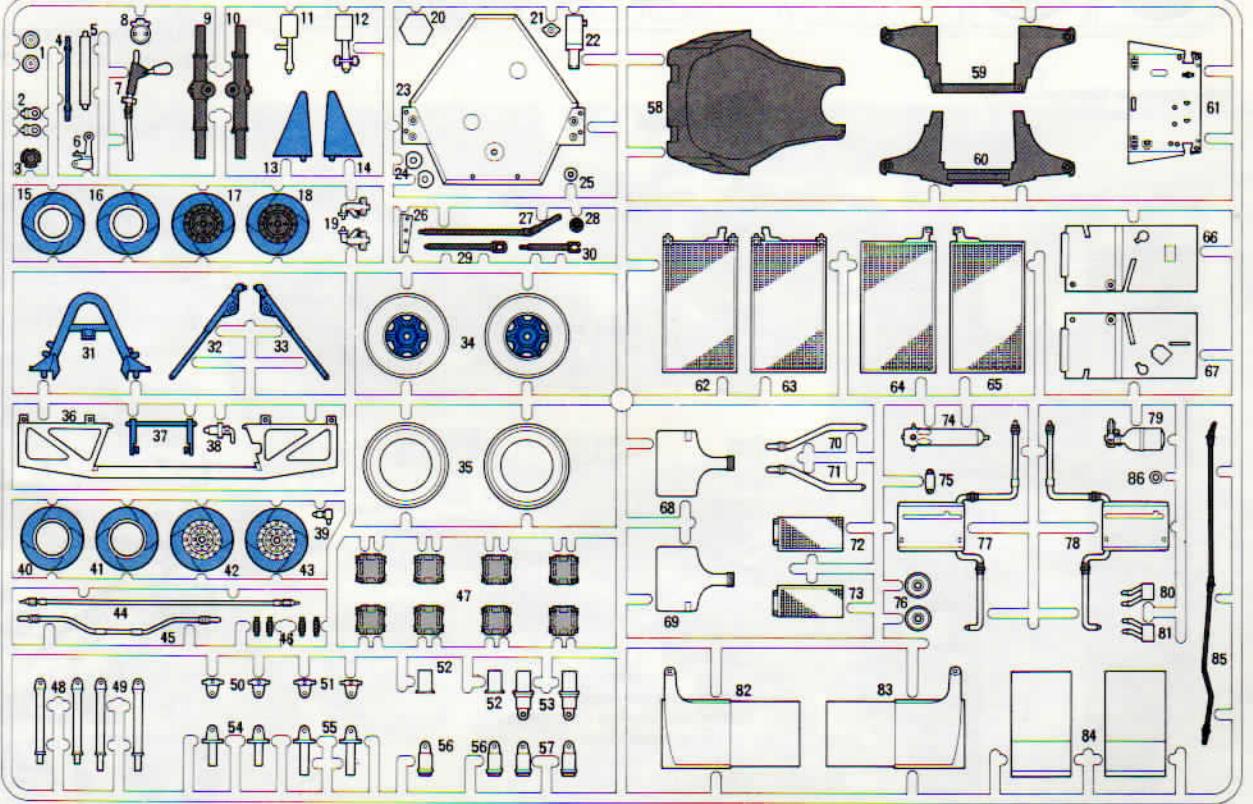


Me
50

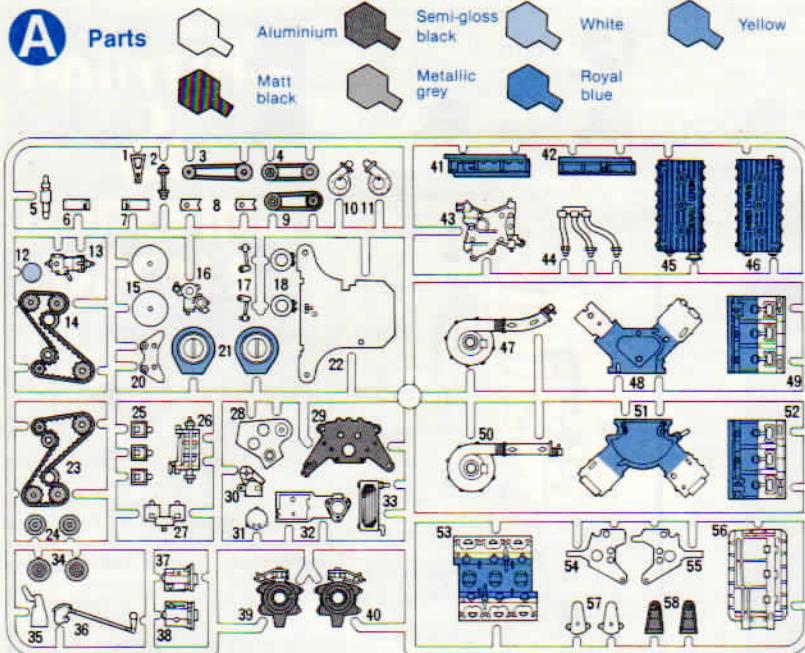


Matt

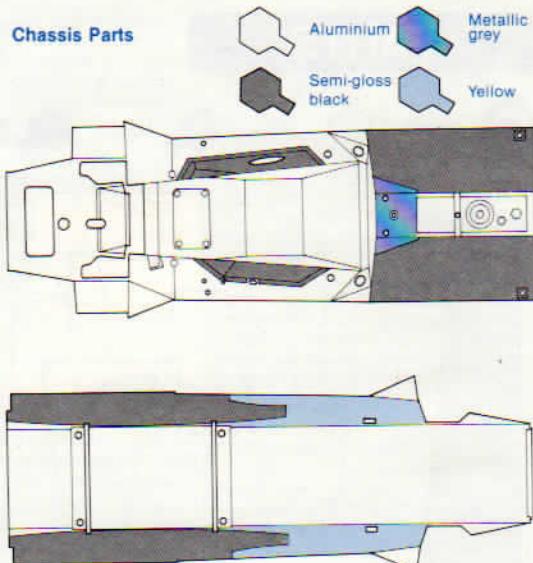
B Parts



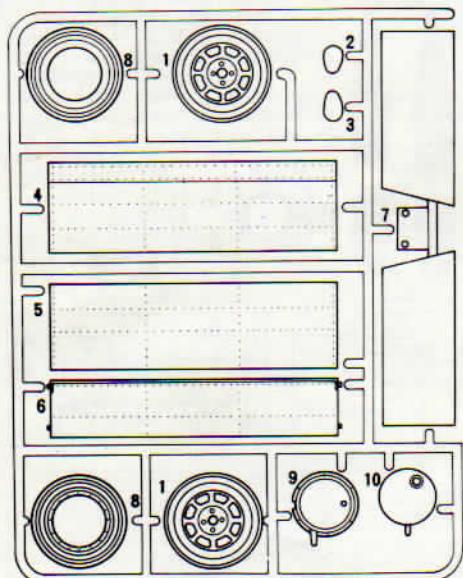
A Parts



Chassis Parts

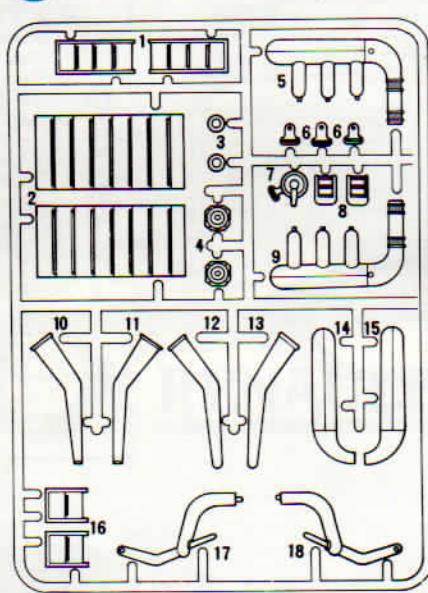


D Parts



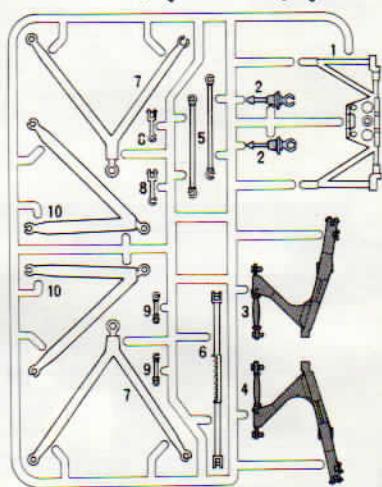
Plated

E Parts



Matt plated

G Parts

Side Pontoon Bottom
(including its 2 parts)

M Parts

2mm×17 screw

2mm×10 screw

2mm×6 screw

2mm×4 screw

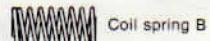
2mm×4 flat head screw

1.6mm×5 screw

Coil spring A

2mm nut, small

2mm nut, large



Front tyres

Rear tyres

Yellow vinyl coated wire

Black vinyl coated wire

Thick black tubing

Medium black tubing

Thin black tubing

Transparent tubing

BUILD A COLLECTION OF TAMIYA
PRECISION CAR MODELS

1/12, 1/20 LOTUS 78 Mk III



1/20 TYRRELL P34 SIX WHEELER



1/20 RENAULT RE30 TURBO



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