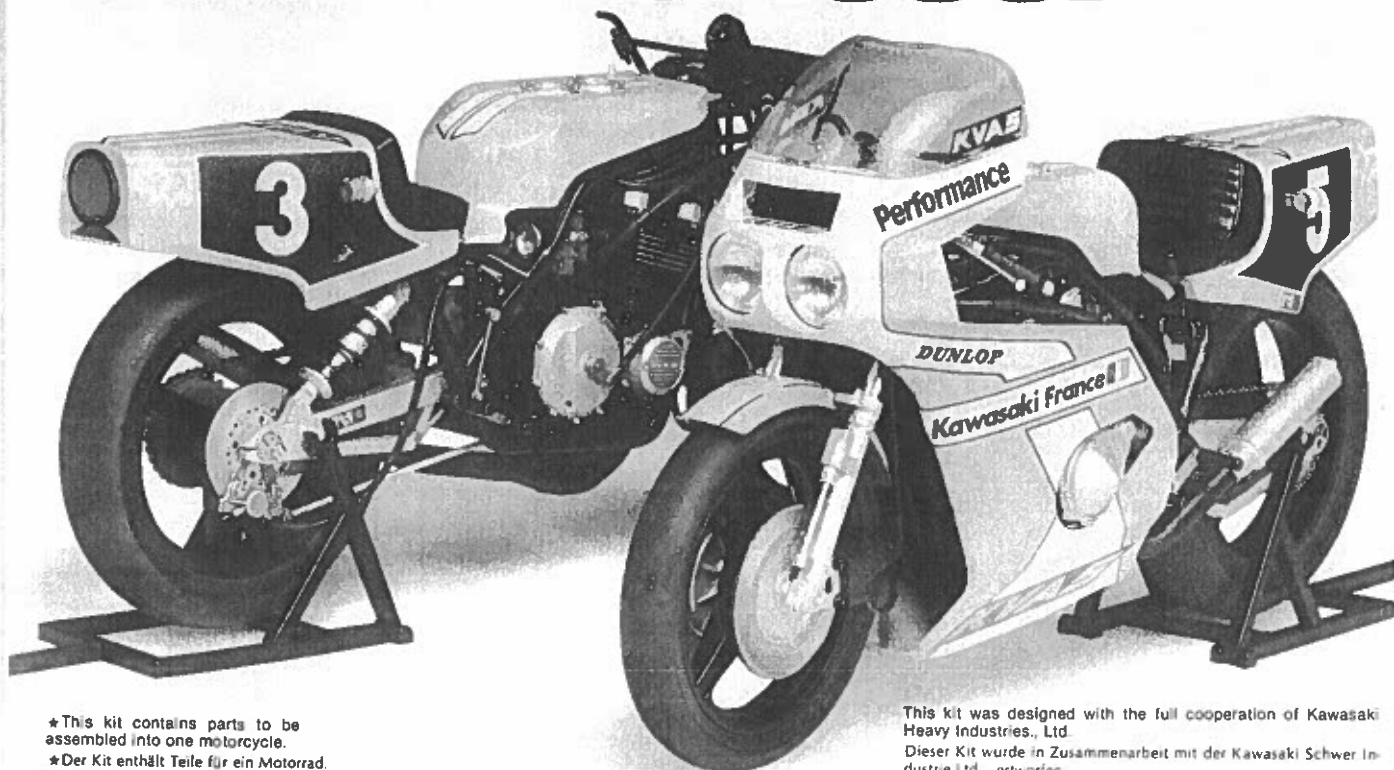


Kawasaki KR1000F ENDURANCE RACER



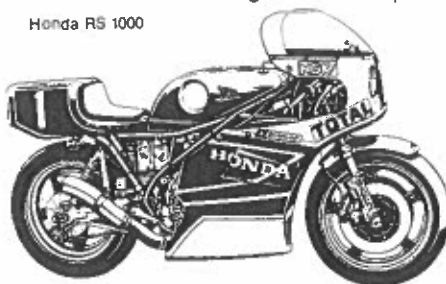
*This kit contains parts to be assembled into one motorcycle.
*Der Kit enthält Teile für ein Motorrad.

This kit was designed with the full cooperation of Kawasaki Heavy Industries, Ltd.
Dieser Kit wurde in Zusammenarbeit mit der Kawasaki Schwer Industrie Ltd. entworfen

A marathon for motorcycles. That's what the newly organized World Endurance Championship races are called, and the majority of major world motorcycle manufacturers are active in this grueling sport. Regulations dictate that the races must have a minimum endurance of at least six hours or 1000km, and of the approximately 10 races held annually some last as long as 24 hours. Two stroke endurance bikes are restricted to a displacement of 300-500cc and the fourstroke bikes from 600 — 1000cc, and all entrants must be production type machines. This means that the endurance bikes do not differ much from the normal street machines that you see every day, as compared to the Gran Prix type racers which are, most times, one of a kind machines. After these events became sanctioned world-wide, endurance racing started up at the Suzuka, Japan track, and are widely followed each year by enthusiastic crowds, who can identify with the machines they see at the track. Although endurance racing has a long history prior to being sanctioned world-wide, the individual manufacturers only took part indirectly by supplying bikes to different teams. Honda started in 1976 and showed the world how it should be done. After 1980, when it became an official sport, the other manufacturers started in pursuit of Honda. Kawasaki, good at developing large bore bikes, found that endurance racing was well suited for their bikes, and although they threatened Honda in 1980, they lost out in the championship. In 1981, Kawasaki got two pair of skilled riders in Jean Lafond/Raymond Roche and Jean Claude Chemarin/C. Huguette. Their excellent riding skill combined with the well

bred Kawasaki KR1000F motorcycle led them on to Victory, with Roche and Lafond receiving the riders trophy and Kawasaki the makers trophy. The motorcycle was based upon the Kawasaki KZ-1000J and was powered by an air cooled parallel 4 cylinder DOHC 8 valve 998cc engine, with two spark plugs per cylinder. The unique non-symmetrical frame was designed for easy installation and detachment of the engine. Rear suspension

Honda RS 1000



sion is via a coil damper unit which is installed on the right side of the bike only. The Anti-Nose dive front fork comes from their Gran Prix racer KR500. One of the big attractions of endurance racing is that it is not just the bike which wins the race. A combination of speed, skillful riding, proper pace setting, excellent pit work and racing tactics are what spell victory to the entering teams. The lime green color of the Kawasaki Works Team was very prominent when their powerful machine crossed the finish line for that coveted championship in 1981.

* * *

Ein Marathonlauf für Motorräder wird die vor kurzem ins Leben gerufene World Endur-

ance Championship genannt. Alle wichtigen Motorradhersteller der ganzen Welt nehmen daran teil. Vorgeschrieben wird, dass die Rennen mindestens 6 Stunden oder über 1000 Kilometer gehen müssen, ungefähr 10 Rennen im Jahr abgehalten werden, davon einige über 24 Stunden. Die Zweitakter haben 3-500cc, die Viertakter 600 — 1000cc und es werden nur Produktionsmaschinen zugelassen, dies bedeutet, dass die Endurance Maschinen sich kaum von den normalen Strassenmaschinen unterscheiden. Honda begann schon 1976 und zeigte der Welt, wie es gemacht werden könnte. Nach 1980, als Endurance Rennen als Weltsport zugelassen wurde, folgten auch die anderen Hersteller. Kawasaki, gross in der Entwicklung grossbohriger Maschinen fand die Endurance Rennen genau passend zu seinen Motorrädern und verpasste um wenig die Meisterschaft 1981 kamen die geschickten Fahrer Jean Lafond/Raymond Roche und Jean Claude Chemarin/C. Huguette zu Kawasaki. Diese Fahrer auf der hervorragenden KR1000F führten Kawasaki zum Sieg, Roche und Lafond erhielten die Fahrer Trophäe, Kawasaki die Hersteller Trophäe. Das Motorrad basiert auf der KZ1000J mit luftgekühltem 4 Zylinder DOHC Motor mit 8 Ventilen und 998cc, 2 Zündkerzen pro Zylinder! Der einmalige nichtsymmetrische Rahmen wurde zum leichten Ein- und Ausbau des Motors entwickelt. Die hintere Radaufhängung mit Schrauben-Stossdämpfer ist nur auf der rechten Seite anmontiert. Die Vorderadgabel kommt von der KR500. Grösste Attraktion der Endurance Rennen ist jedoch, dass nicht nur das Motorrad das Rennen gewinnen kann, es werden Geschwindigkeit, geschicktes fahren, Teamwork, Renn-taktik und Streckenbeherrschung etc. auch bewertet



★ 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.

■ This mark denotes paint color, with color names and numbers for Tamiya Acrylic Paints & 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.

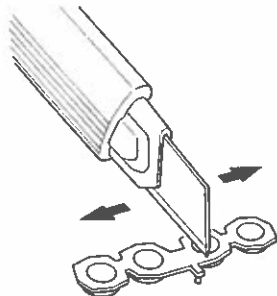
★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln. Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.

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

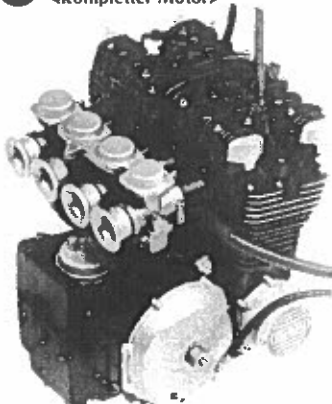
■ Dieses Zeichen zeigt die Farbe und Farbnummer der Tamiya Acryl-Farben und Paint Marker.

Before cementing plated parts, remove plating with a knife etc. from the surface to which cement is applied.

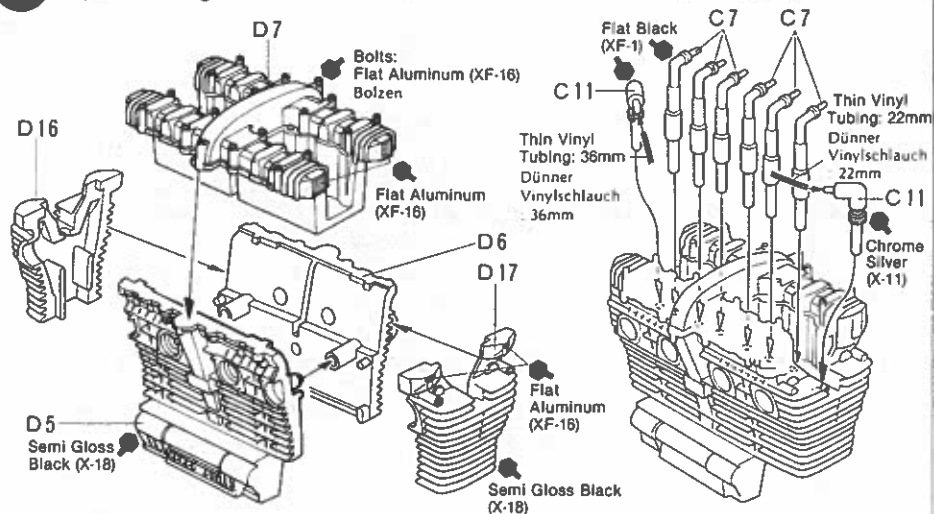
Chrometeile: Vor dem Kleben muss an den Klebestellen die Chromschicht abgeschabt werden, da sonst Klebstoff nicht bindet.



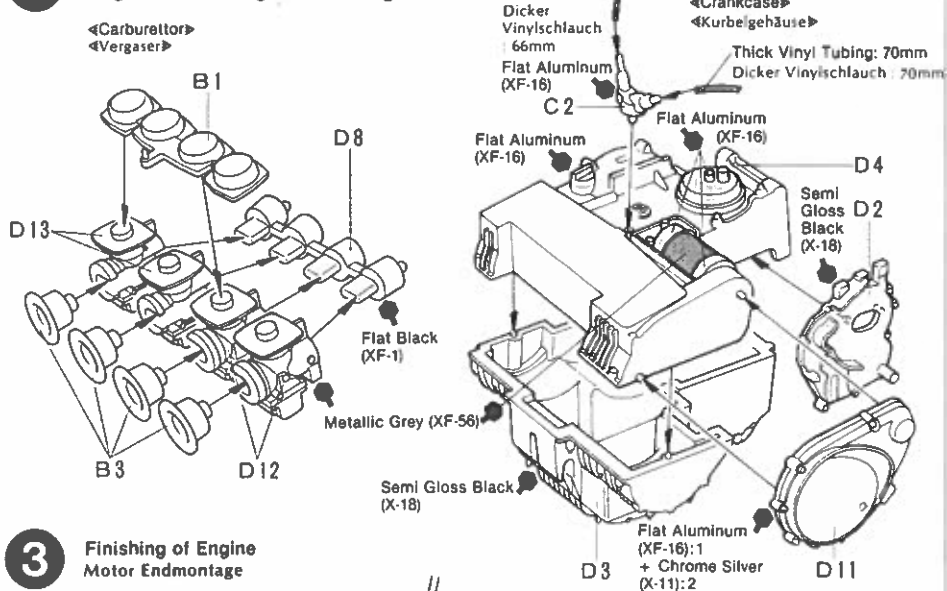
3 «Completed Engine» «Kompletter Motor»



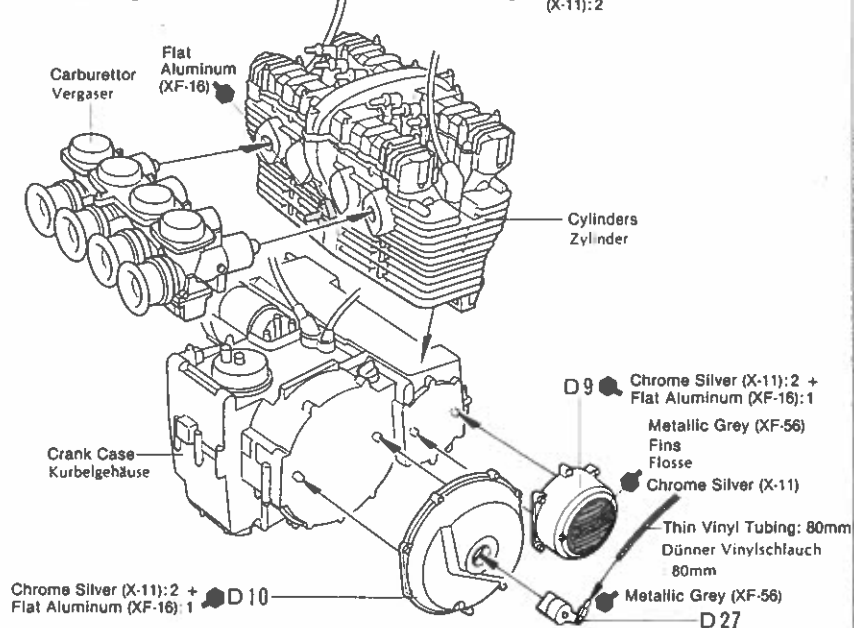
1 Assembly of Cylinders Zylinder Montage



2 Assembly of Carburettor and Crankcase Vergaser und Kurbelgehäuse Montage

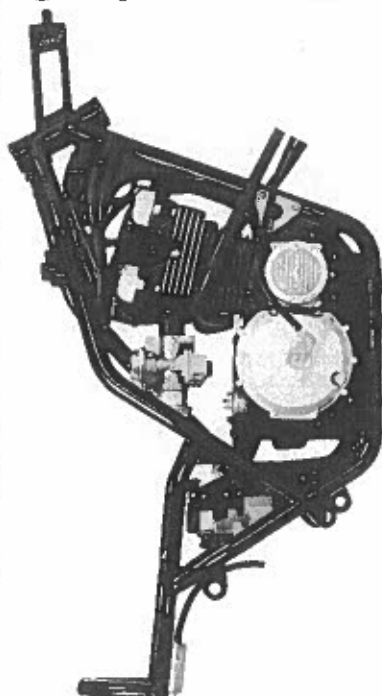


3 Finishing of Engine Motor Endmontage

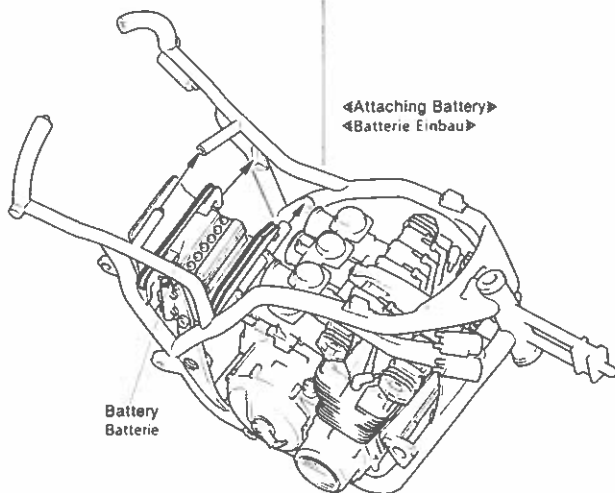
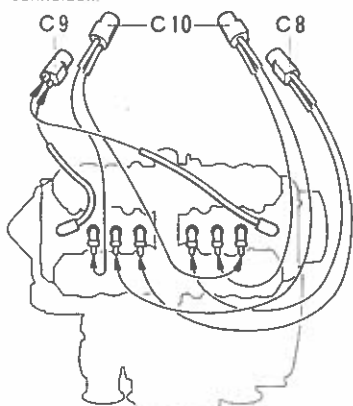


5

«Finished Frame»
«Eingebauter Motor in Rahmen»



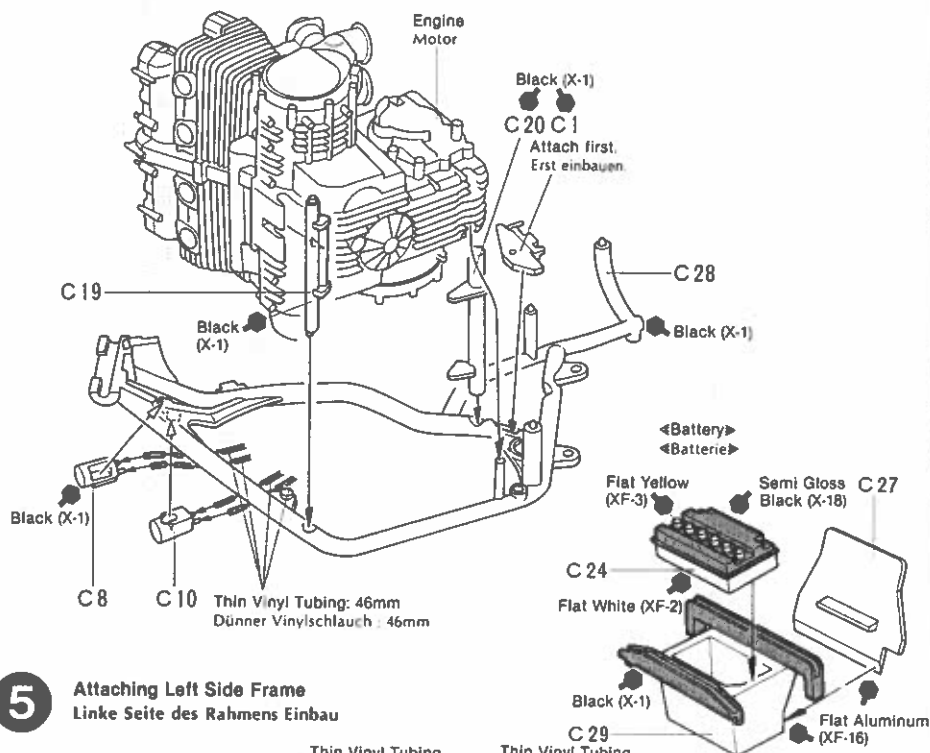
«Wiring Vinyl Tubing»
«Verkabelung Vinylschlauch»
Cut tubing to proper length.
Jeder Schlauch in gebrauchter Länge schneiden.



Battery
Batterie

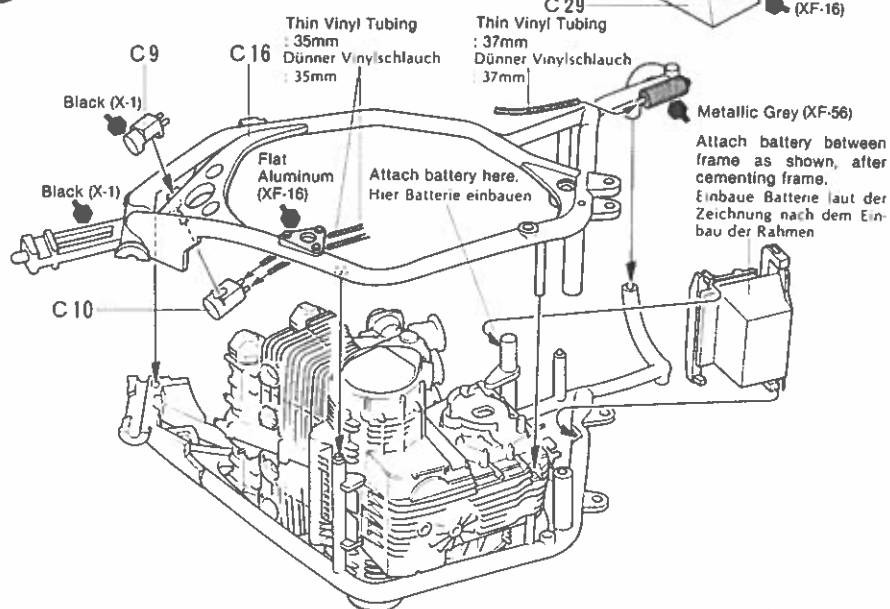
4

Placing Engine into Frame
Motor in Rahmen Einbau



5

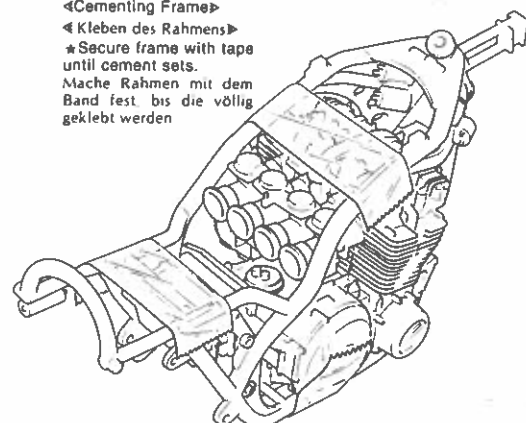
Attaching Left Side Frame
Linke Seite des Rahmens Einbau



«Attaching Battery»
«Batterie Einbau»

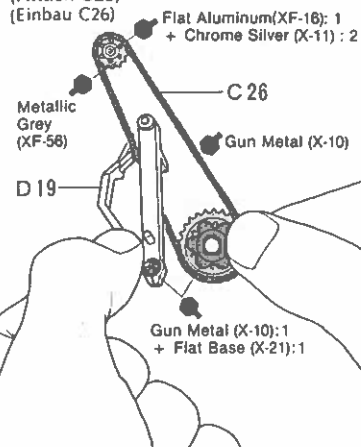
«Cementing Frame»

«Kleben des Rahmens»
★ Secure frame with tape until cement sets.
Mache Rahmen mit dem Band fest bis die völlig geklebt werden

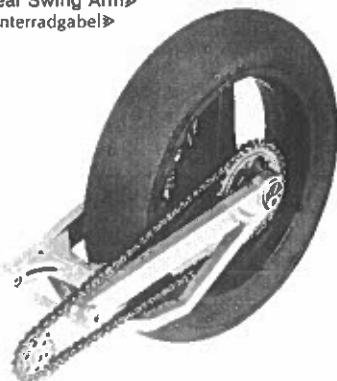


6 «Assembly of Swing Arm» «Radgabel Montage»

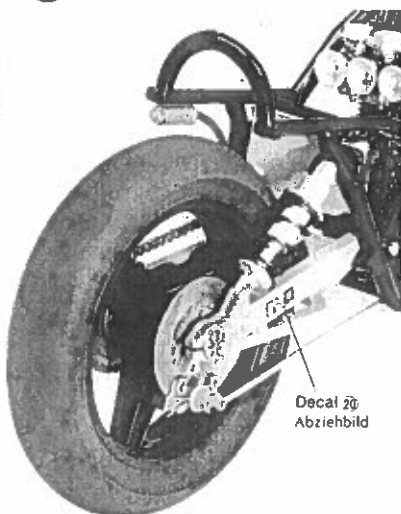
(Attach C26)
(Einbau C26)



«Rear Swing Arm»
«Hinterradgabel»



7 «Attached Rear Swing Arm» «Eingebaute Radgabel»



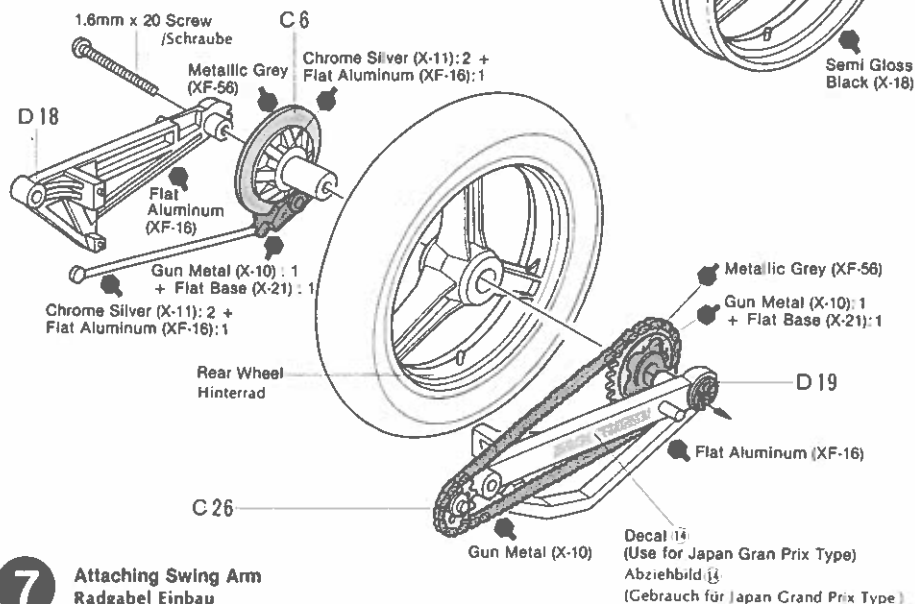
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paints. Engineered by modelers for model-
er's use. The final cover for the finest mod-
els. Insist on Tamiya for perfect results.



6 Assembly of Swing Arm Radgabel Montage

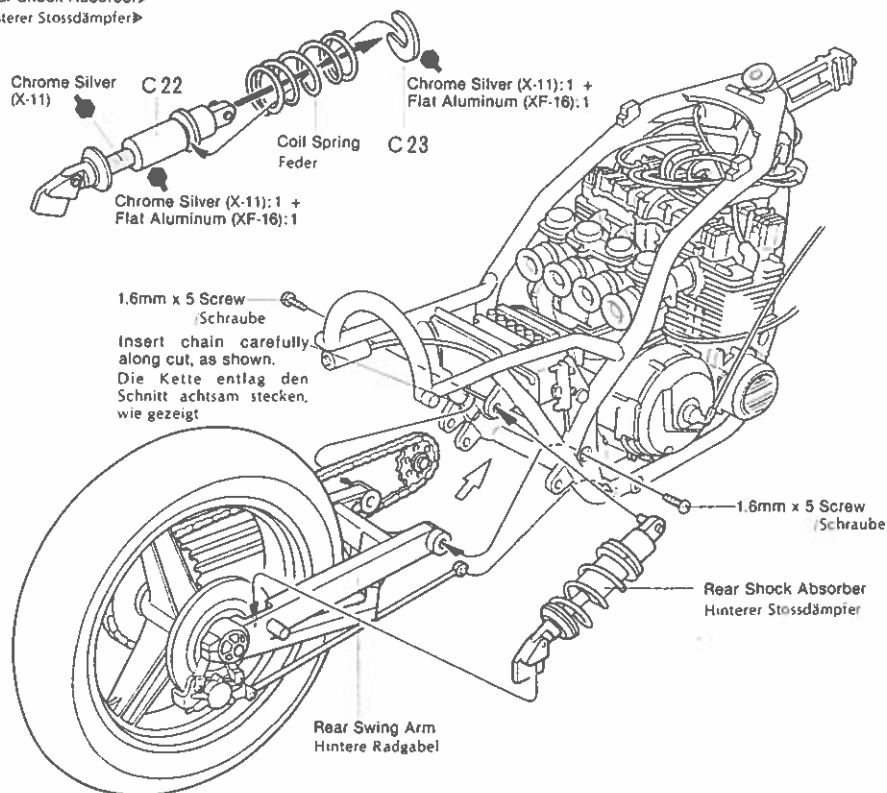
«Rear Wheel»
«Hinterrad»

«Swing Arm»
«Radgabel»

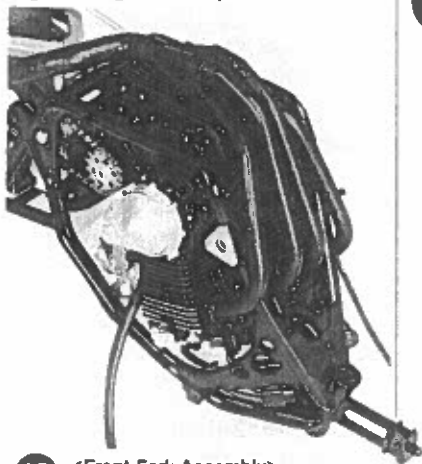


7 Attaching Swing Arm Radgabel Einbau

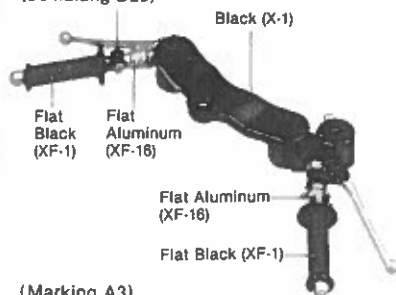
«Rear Shock Absorber»
«Hinterer Stossdämpfer»



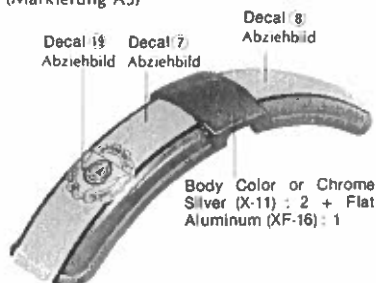
8 «Attached Mufflers» «Eingebaute Auspuff»



10 «Front Fork Assembly» «Zusammenbau der Vorderradgabel» (Painting D23) (Bemalung D23)

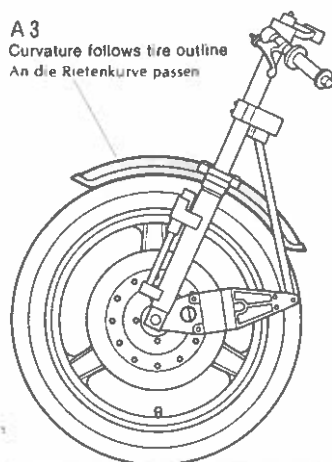


(Marking A3)
(Markierung A3)



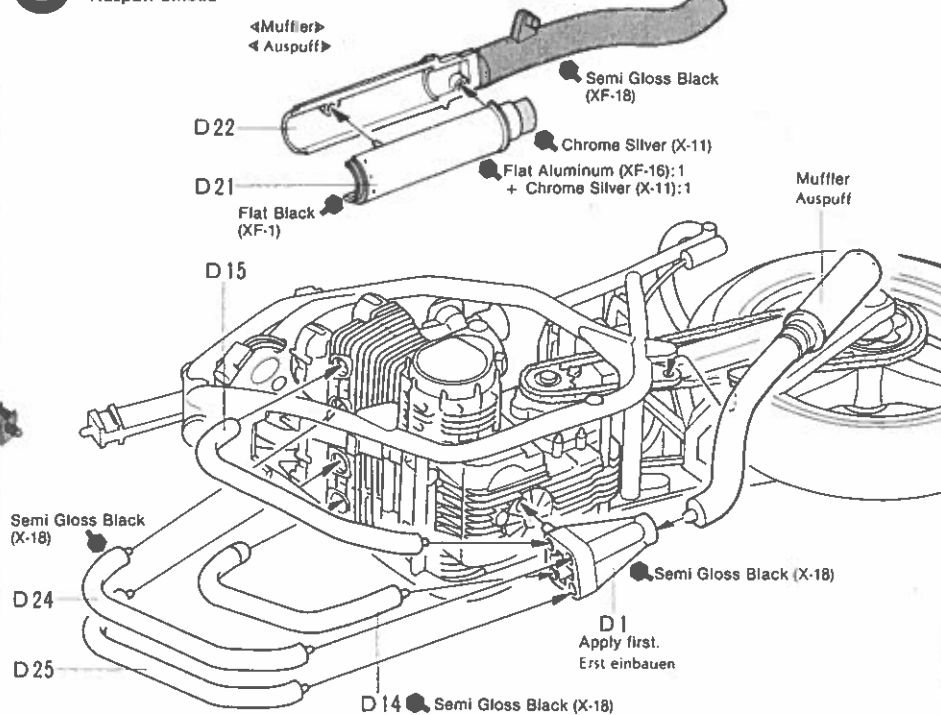
«Attaching A3» «Einbau A3»

A3
Curvature follows tire outline
An die Riefenkurve passen

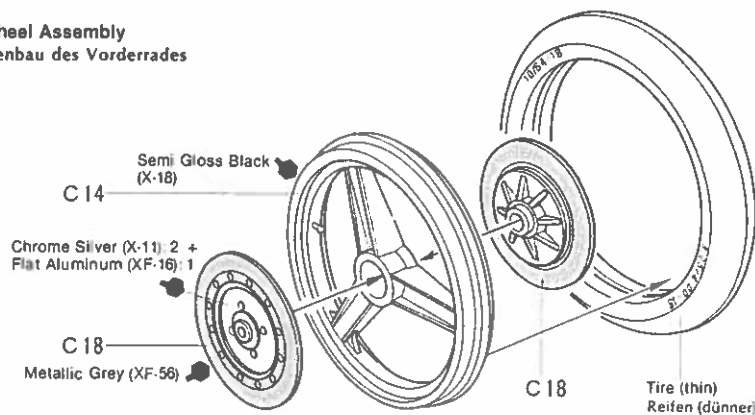


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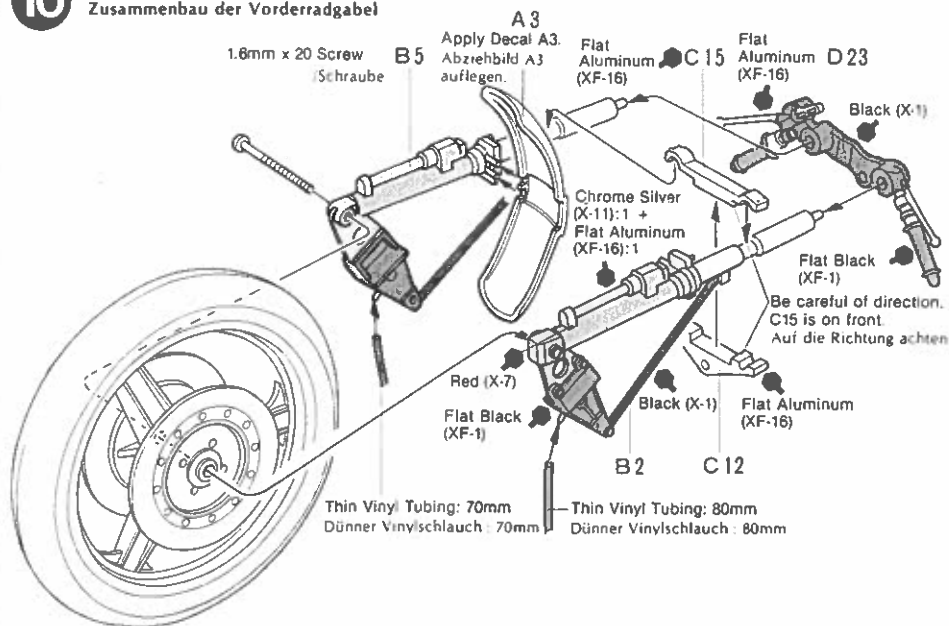
8 Attaching Muffler Auspuff Einbau



9 Front Wheel Assembly Zusammenbau des Vorderrades



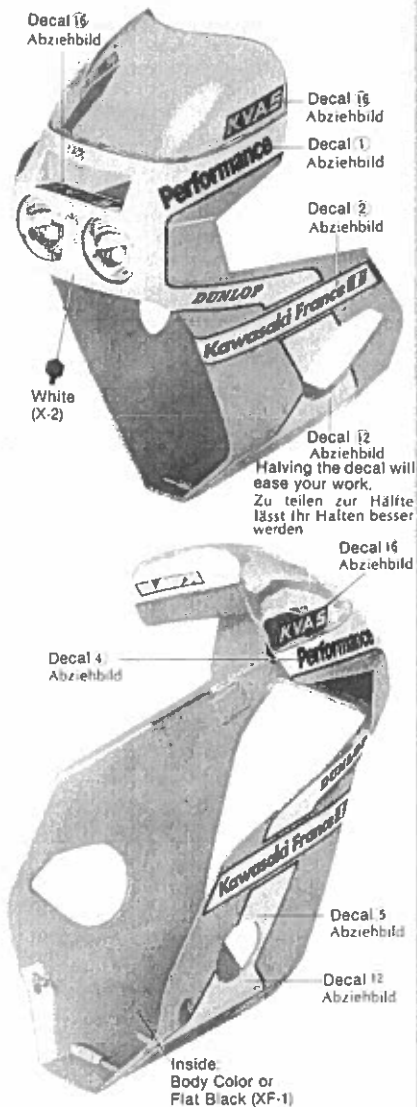
10 Front Fork Assembly Zusammenbau der Vorderradgabel



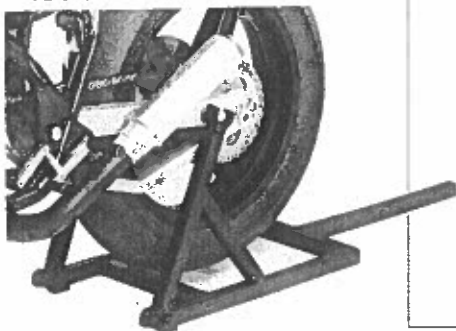
11 «Steering Stem Head» «Steuerwellenkopf»



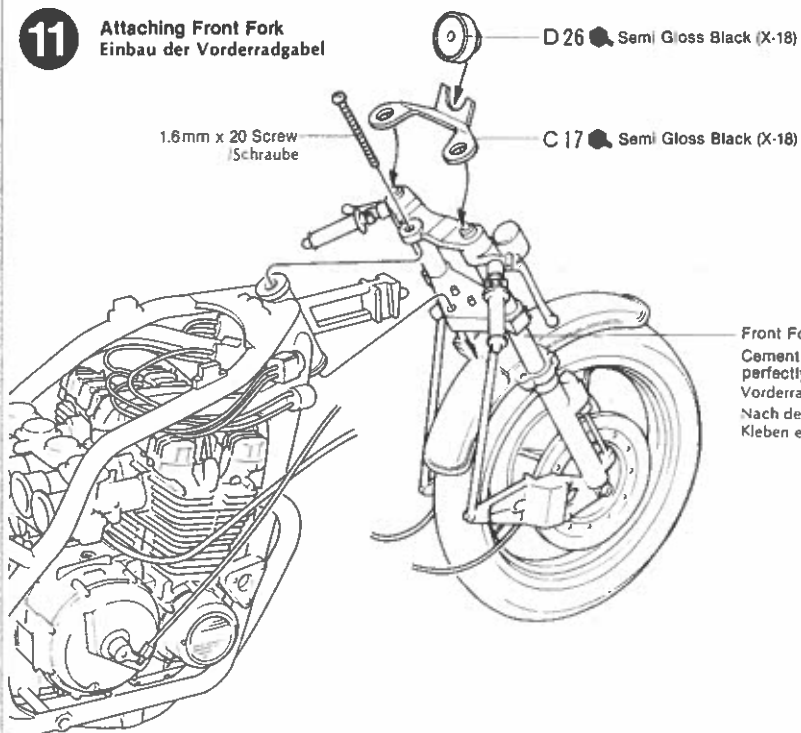
12 «Cowling» «Verkleidung»



«How to use Stand» «Die Artzu einzubauen»



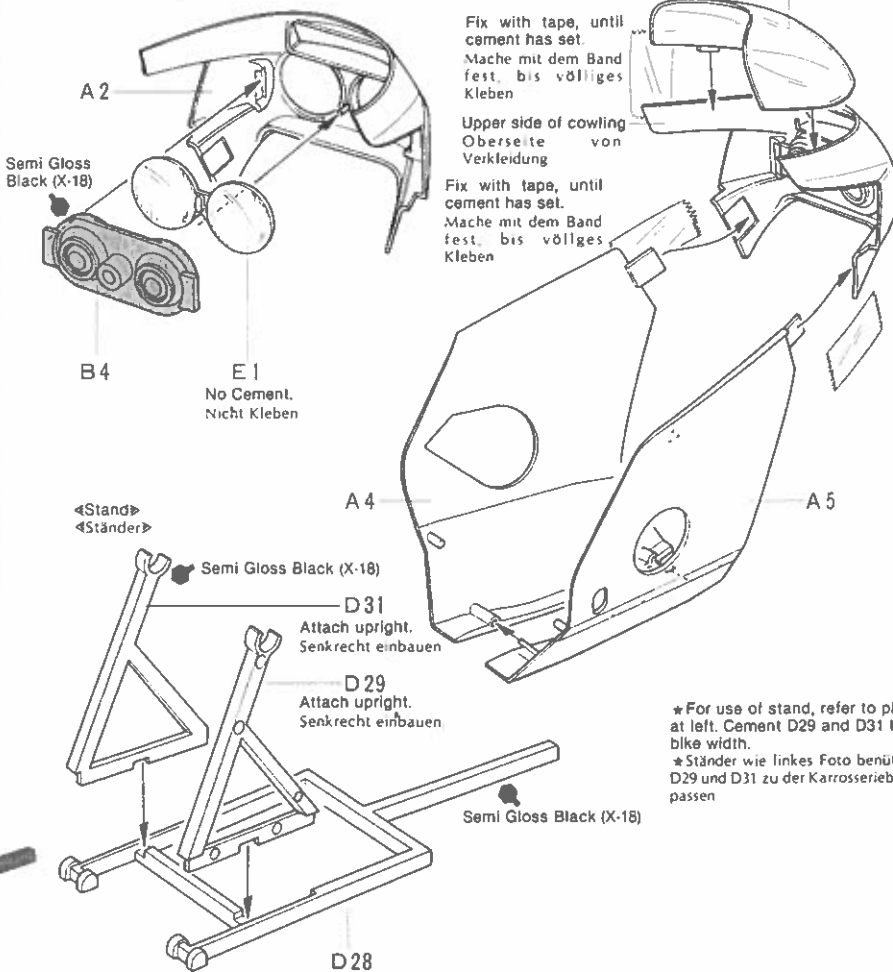
11 Attaching Front Fork Einbau der Vorderradgabel



Front Fork
Cement after it is
perfectly aligned.
Vorderradgabel
Nach dem völligen
Kleben einbauen.

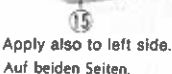
12 Assembly of Cowling Zusammenbau der Verkleidung

«Upper Side of Cowling» «Oberseite von Verkleidung»



★ For use of stand, refer to photo
at left. Cement D29 and D31 to fit
bike width.
★ Ständer wie linkes Foto benützen
D29 und D31 zu der Karosseriebreite
passen

13



14



15



13

Apply decals on A7 & A6 first, then add seat.
 Erst Abziehbilder auf A7 und A6 auflegen, dann einbauen.

Attach after decals are applied.

Flat Black (XF-1)
 Red (X-7)
 Chrome Silver (X-11)
 Semi Gloss Black (X-18)
 D30
 A7
 A6
 C5

14



15

③ Thin Vinyl Tubing 80mm
Dünnere Vinylschlauch 80mm



PAINTING

APPLYING DECALS

«Painting of the Kawasaki KR1000F»

The 1981 World Endurance Racing Champion Kawasaki KR1000F, as driven by Roche/Lafond and Chemarin/Huguet, was painted an overall lime green with a wide white stripe accenting the cowl. The white areas differed somewhat from race to race depending upon the sponsors markings, as most of the lettering was contained within this area. Refer to the right for applying decals. Detail painting is called out during construction and should be accomplished at that time.

«Bemalung der Kawasaki KR1000F»

Bei der 1981 Endurance Meisterschaft war die Kawasaki KR1000F der Fahrer Roche/Lafond und Chemarin/Huguet ganz in lime green bemalt, ein breiter weisser Streifen betonte die Verkleidung. Die weisse Fläche ist von Rennen zu Rennen etwas verschieden, es kommt darauf an, wieviel Platz die Sponsoren benötigen, da die Beschriftung in dieser weissen Fläche erfolgt. Anbringung der Decals siehe Bild rechts. Bemalung der Details ist in den einzelnen Baustufen angegeben.

«Colors Required»

«Farben»

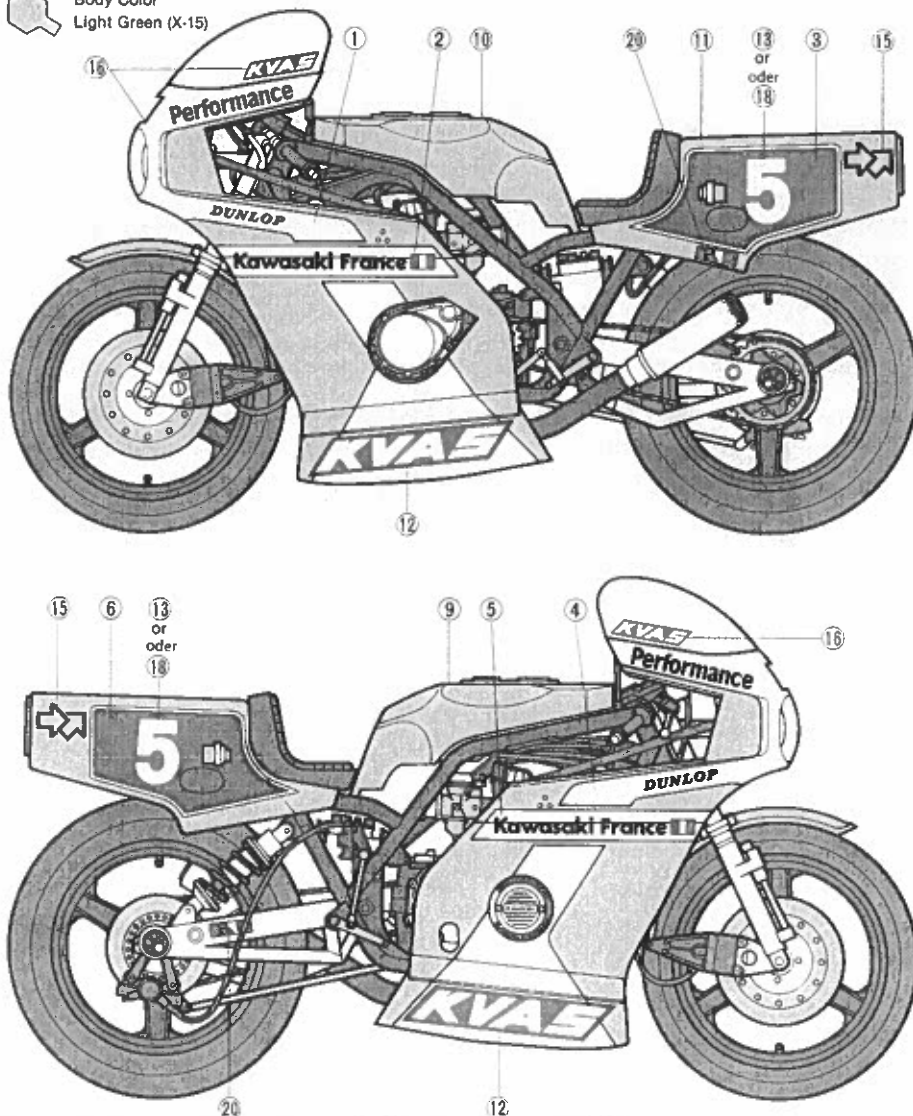
★ From Tamiya Acrylic Paints

Black	X-1
White	X-2
Red	X-7
Gun Metal	X-10
Light Green	X-15
Semi Gloss Black	X-18
Flat Black	XF-1
Flat White	XF-2
Flat Yellow	XF-3
Flat Aluminum	XF-16
Metallic Grey	XF-56
★ From Tamiya Paint Markers	
Chrome Silver	X-11

«Kawasaki France Team»

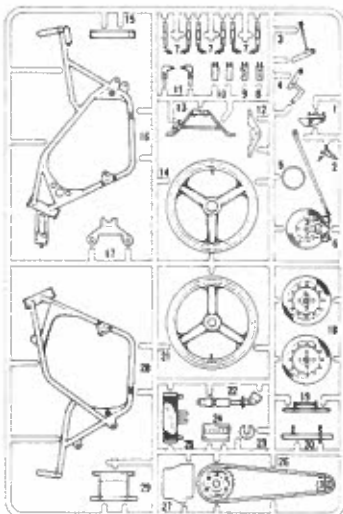


Body Color
Light Green (X-15)

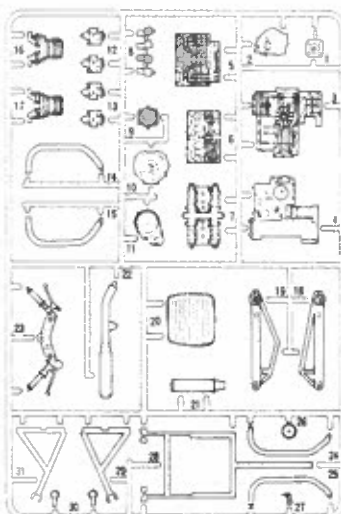


PARTS

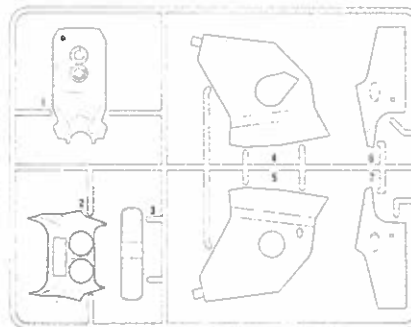
C PARTS



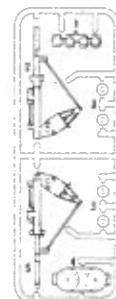
D PARTS



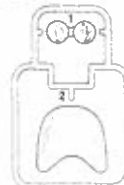
A PARTS



B PARTS



E PARTS



Decal

«Metal Parts Bag»

Front Tire
Rear Tire
Coil Spring
1.6mm x 20 Screw
1.6mm x 5 Screw
Thin Vinyl Tubing (80cm)
Thick Vinyl Tubing (20cm)