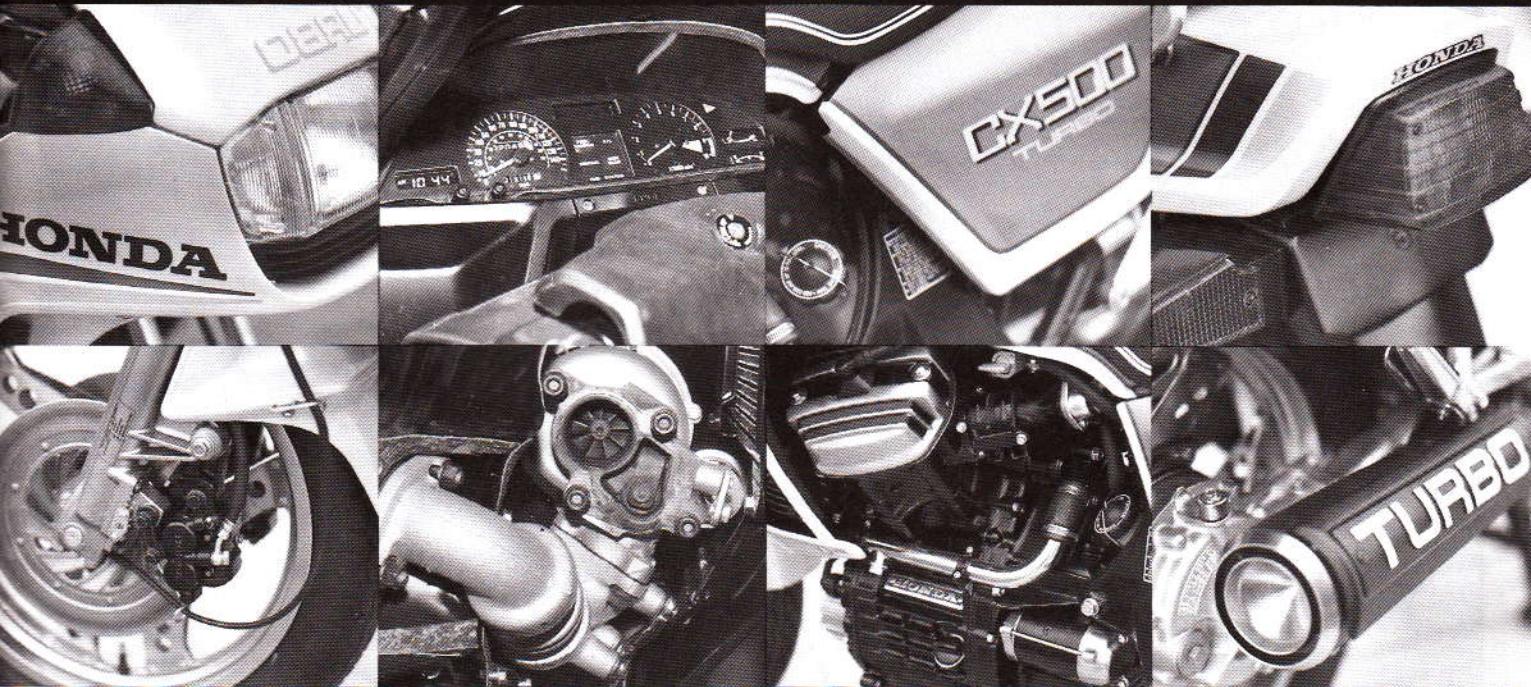


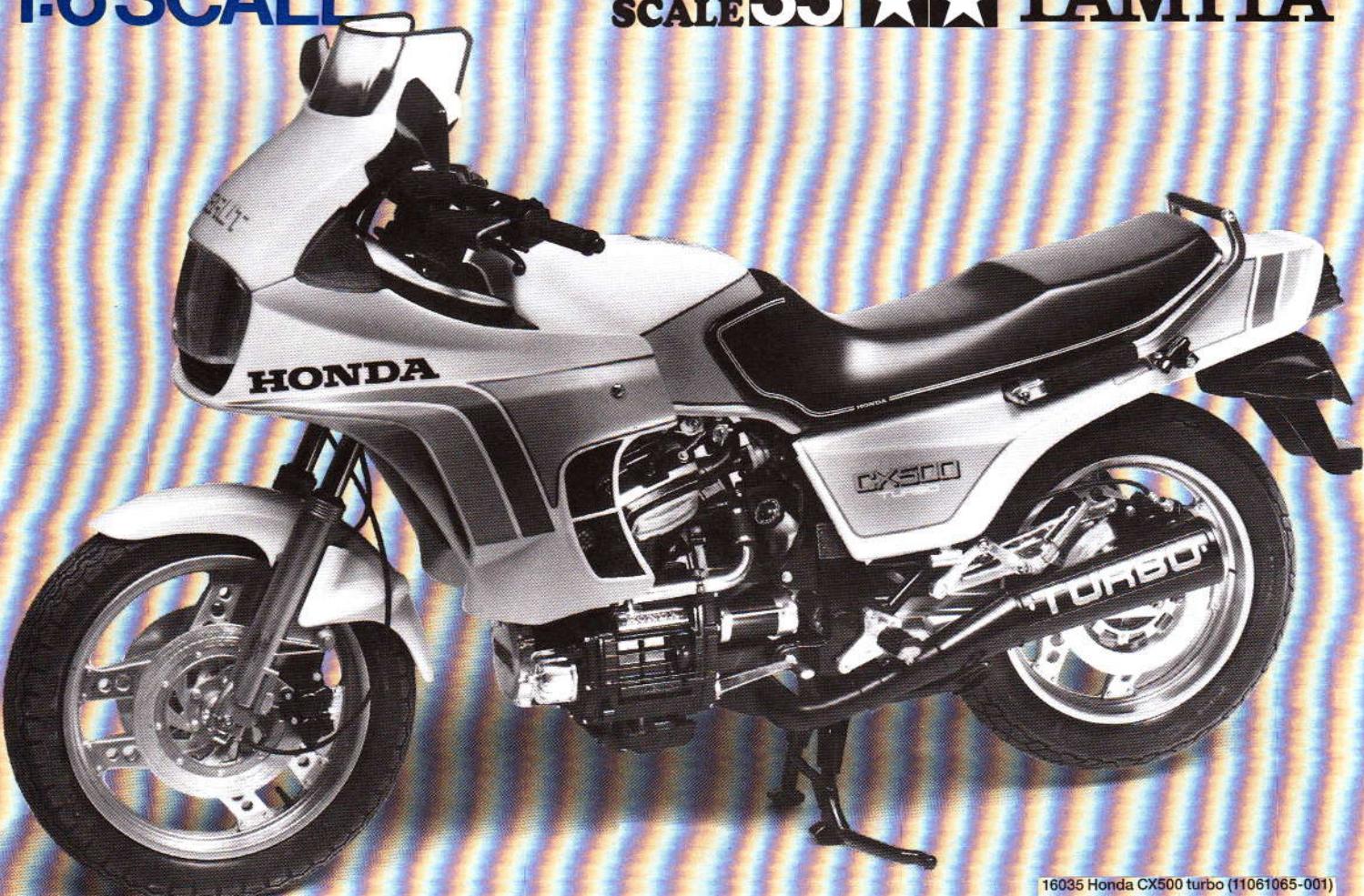
CX500

Honda CX500 TURBO

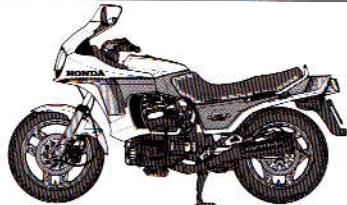


1:6 SCALE

BIG
SCALE 35 ★★ TAMIYA



Honda CX500 TURBO



In 1980, motorcycle enthusiasts gathered at the IFMA trade show in Cologne, Germany to witness the debuts of two exciting motorcycles: the Suzuki GSX1100S Katana and the Honda CX500. The latter, released to the public in 1981, was particularly noteworthy for being the world's first turbocharged production motorcycle. Turbochargers utilize the engine's exhaust gases to rotate a turbine, which in turn drives a compressor. This compressor then forces a larger volume of air at increased pressure into the cylinders to improve the engine's efficiency. Turbochargers were fitted to aircraft engines during WWII, became commonplace on racing cars starting from the late-1970s, and found their way into many passenger cars by the 1980s. Compared with normally-aspirated engines, turbocharged engines offer greater power and torque for higher performance, but at the same time they suffered from turbo lag, which delays throttle response during acceleration. This weakness, together with the small displacements of motorcycle engines, presented technical challenges for turbocharging motorcycles. Honda, together with IHI (Ishikawajima-Harima Heavy Industries), overcame these difficulties by using CFI (Computerized Fuel Injection) to provide their engine with the optimum amount of fuel at all times. With this system, the 80 degree V2 OHV engine, which produced 48hp and 4.1kg/m of torque in naturally aspirated form, became a high-performance engine with 78hp, 7.5kg/m of torque. Other technical advances included a cowling which was designed through extensive wind tunnel testing, Honda's unique Pro-Link rear suspension, and a 4-step adjustable anti-dive front suspension. The CX500 was capable of a maximum speed of over 200km/h and a breathtaking zero to 400m acceleration time of just 12.1 seconds.

(CX500 TURBO SPECIFICATIONS)

Engine Type	4-stroke water-cooled V-twin
Displacement	497 cm ³
Bore & Stroke	78 x 52mm
Compression Ratio	7.2 : 1
Maximum Power	60Kw/8,000min ⁻¹ (82PS / 8,000rpm) (DIN)
Maximum Torque	79.4N.m/5,000min ⁻¹ (8.1Kg.m/5,000rpm)
Primary Reduction	2.056
Gear Ratio	1st 2.500 2nd 1.714 3rd 1.280 4th 1.036 5th 0.839
Final Reduction	3.091
Suspension Front	Telescopic air-assist anti-dive fork, 130mm travel
Rear	Air-assist Pro-Link system 100mm axle travel
Brakes	Front ... Double disc Rear ... Single disc
Tires	Front ... 3.50-V18 Rear ... 120/90-V17
Wheel Type	New ComStar
Wheel Size	Front ... 2.50-18 Rear ... 2.75-17
Fuel Capacity	20 lit
Wheelbase	1,496mm
Seat Height	795mm
Dry Weight	239kg (527 lbs)
Final Drive	Shaft drive
Static Bank Angle	40°
Turbocharger	Turbocharged pressure controlled type with waste gate and built-in fail-safe system

Fuel Induction Type	Dual-map programmed, computerized fuel injection system compensated for engine starting, warming-up and high altitude calibration with automatic diagnostic system and built-in fail-safe circuit
Ignition System	Fully transistorized, high energy system compensated for engine speed and boost pressure

* This kit was designed with the full cooperation of Honda Motor Co., Ltd.

* * *

1980 trafen sich die Motorradfans bei der IFMA Zweiradmesse in Köln, Deutschland, um die Vorstellung von zwei aufregenden Motorrädern zu erleben: der Suzuki GSX1100S Katana und der Honda CX500. Letztere, 1981 der Öffentlichkeit präsentiert, war vor allem deshalb bemerkenswert, weil sie das erste Serienmotorrad mit Turboaufladung war. Turbolader nutzen die Auspuffgase zum Antrieb einer Turbine, welche ihrerseits einen Verdichter antreibt. Dieser Verdichter fördert ein höheres Luftvolumen mit erhöhtem Druck in die Zylinder, was den Wirkungsgrad des Motors erhöht. Turbolader waren im Zweiten Weltkrieg in Flugzeugmotoren eingebaut, wurden mit Beginn der späten 70er bei Rennautos üblich und fanden 1980 Eingang bei vielen PKWs. Verglichen mit Saugmotoren bieten turbogeladene Motoren mehr Kraft und Drehmoment für höhere Literleistung, leiden aber gleichzeitig beim Gasgeben unter einer Turboverzögerung während der Beschleunigung. Diese Schwäche war vor allem bei den kleinen Hubräumen von Motorrad-Motoren die Herausforderung des Turboaufladens von Motorrädern. Honda überwand zusammen mit IHI (Ishikawajima-Harima Heavy Industries) diese Schwierigkeit durch den Einsatz von CFI (Computergesteuerte Benzineinspritzung), um den Motor zu jeder Zeit mit der optimalen Kraftstoffmenge zu versorgen. Mit dem System wurde der 80 Grad V2 OHV Motor, welcher als normaler Saugmotor 48Ps und 41Nm Drehmoment produzierte, zum Hochleistungsmotor mit 78PS und 75Nm Drehmoment. Andere technische Fortschritte umfassen eine Verkleidung, die in intensiven Windkanal-Versuchen entstand, Hondas einzigartige Pro-Link Hinterradaufhängung und eine in 4 Stufen einstellbare Vorderadaufhängung mit Tauchverhinderung. Die CX500 schaffte eine Höchstgeschwindigkeit von über 200km/h und eine atemberaubende Beschleunigung von 0 bis 400m in nur 12.1 Sekunden.

(CX500 TURBO SPEZIFIZIERUNGEN)	
Motortyp	Wassergekühlter Viertakt V-Twin-Motor
Hubraum	497 cm ³
Bohrung & Hub	78 x 52 mm
Verdichtung	7,2 : 1
Maximalleistung	60 Kw/8000 min ⁻¹ (82 PS / 8000 rpm) (DIN)
Maximaldrehmoment	79.4 N.m/5000 min ⁻¹ (8.1 kg.m/5000 rpm)
Erste Reduktion	2,056
Gangverhältnis	1te 2,500 2te 1,714 3te 1,280 4te 1,036 5te 0,839
Letzte Reduktion	3,091
Aufhängung Vorn	Anti-Nose Teleskopgabel mit Luftunterschützung, 130 mm Lauf
	Hinten ... Pro-Link mit Luftunterschützung
Bremsen	Vorn ... Doppelte Scheibenbremse
	Hinten ... Scheibenbremse
Reifen	Vorn ... 3,50-V18
	Hinten ... 120/90-V17
Radtype	New ComStar
Radgrösse	Vorn ... 2,50-18
	Hinten ... 2,75-17
Tankvolumen	20 lit
Radstand	1496 mm
Sitzhöhe	795 mm
Leergewicht	239 kg (527 lbs)
Letztes Triebwerk	Shaft Drive
Kurvenwinkel	40°
Turbolader	Geregelt durch By-Pass Ventil
Computergesteuertes Kraftstoffeinspritzsystem	Computergesteuerte Kraftstoffeinspritzung mit Sicherheitssystem und Selbst Diagnos-Pro gramm
Zündsystem	Voll-transistorisiertes Hochleistungszündsystem, Drehzahl/Ladedruck geregelt

* Dieser Kit wurde in Zusammenarbeit mit der Honda Motor Co. Ltd. entworfen.





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

This mark denotes paint color, and the color names and numbers are for Tamiya Paints and Tamiya Paint Markers. Page 18 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 sündieren und den Nummern nach die Elemente zusammenbauen.

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

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

Do not break parts away from sprue, but cut off carefully with a pair of pliers.
Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln.



PAINTING

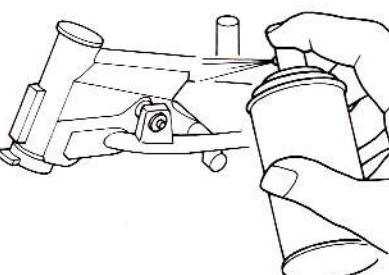
«Timing of Painting»

Parts to be painted in the same color should be painted after being assembled. This is a tip for gaining best results. Parts with adhesives forced out and loosened seams should be filed before painting. Direct your attention even to the smallest screw.

«Painting of Frame»

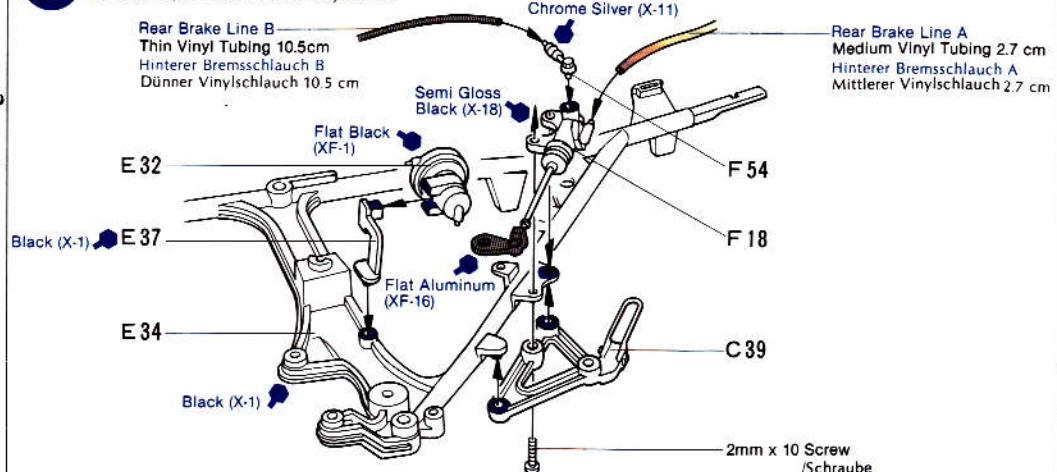
Painting with a wide flat brush is recommended. Be very careful not to leave any part unpainted.

Teile, die in gleicher Farbe bemalt werden, sollten nach dem Kleben bemalt werden. Vor dem Bemalen die Klebstoffreste entfernen. Auch auf das kleinste Detail achten.



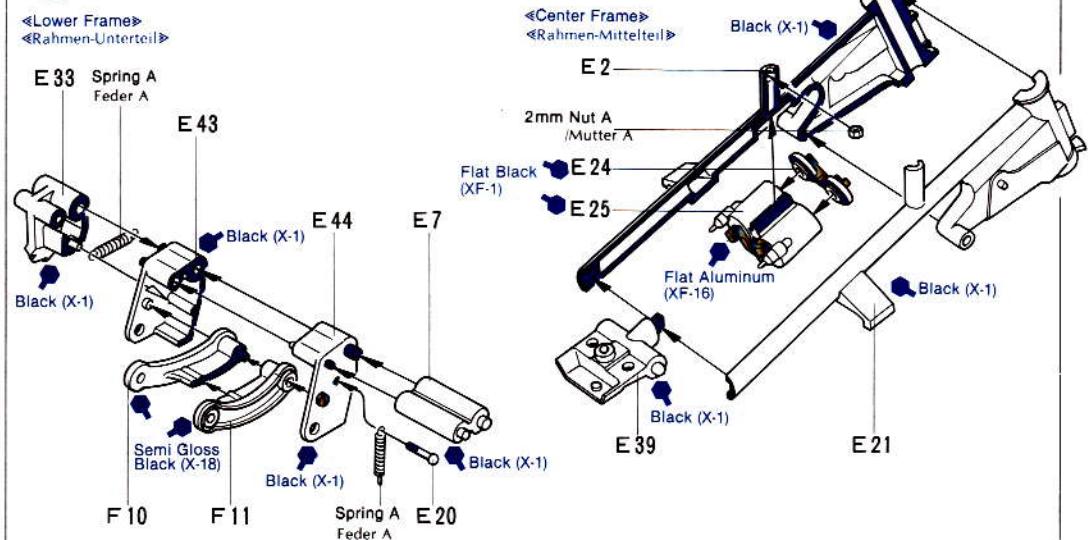
1

Attaching Rear Brake Cylinder Einbau des Hinteren Bremszylinders



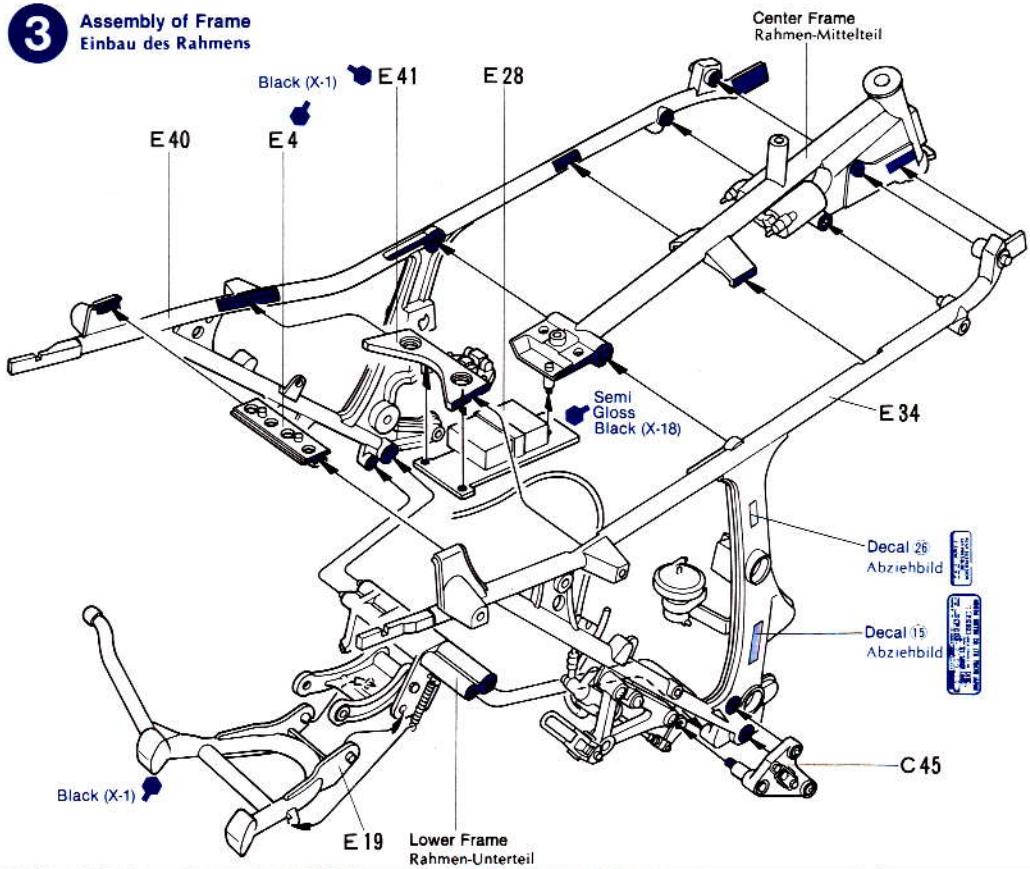
2

Assembly of Frame Parts Rehmenteile

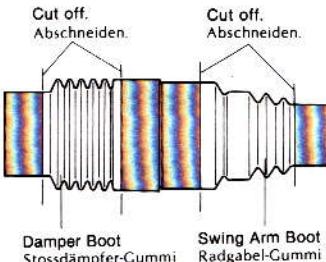


3

Assembly of Frame Einbau des Rahmens

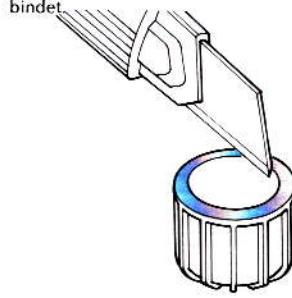


4 <Cutting Damper Boot> «Abschnitt des Gummis»

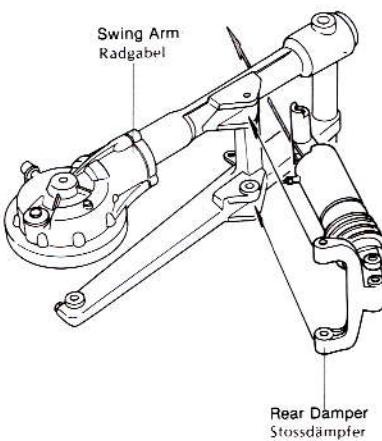


Before cementing plated parts, remove plating with a knife etc. from the surface to which cement is applied.

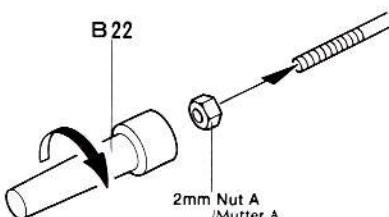
Chrometeile: vor dem Kleben muss an den Klebestellen die Chromeschicht abgeschabt werden, da sonst Klebstoff nicht bindet.



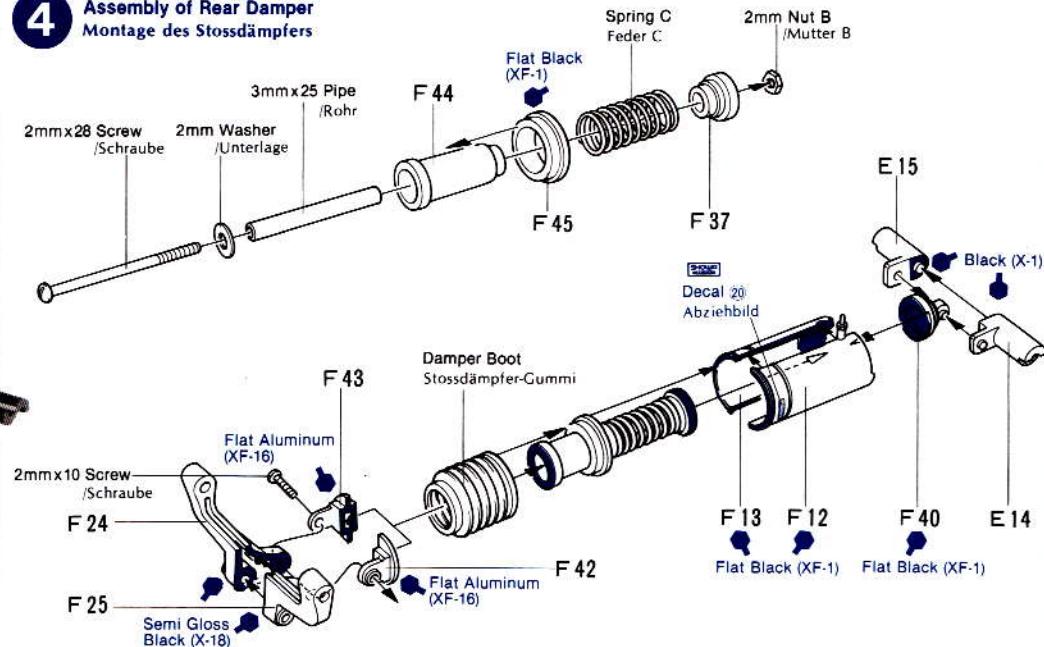
6 <Attaching Rear Damper> «Einbau des Stossdämpfers»



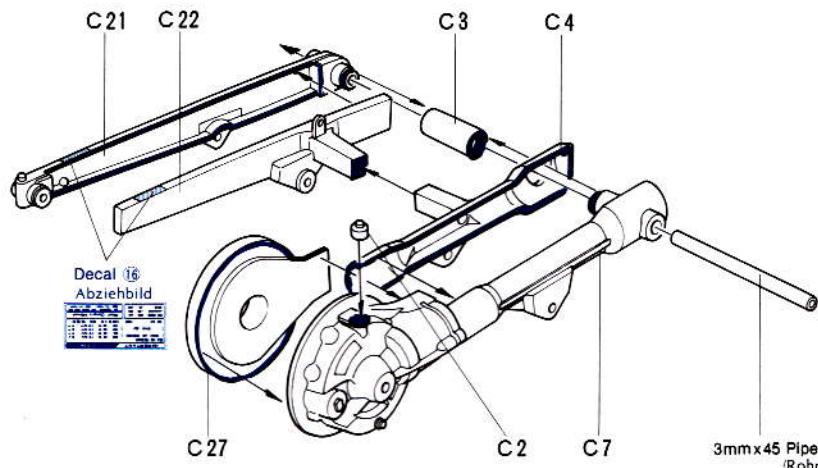
<Tightening 2mm Nut A>
«Das Hineinschrauben der 2mm Mutter A»
★ Tighten with wrench (B22).
★ Mit Schlüssel (B22) hineinschrauben.



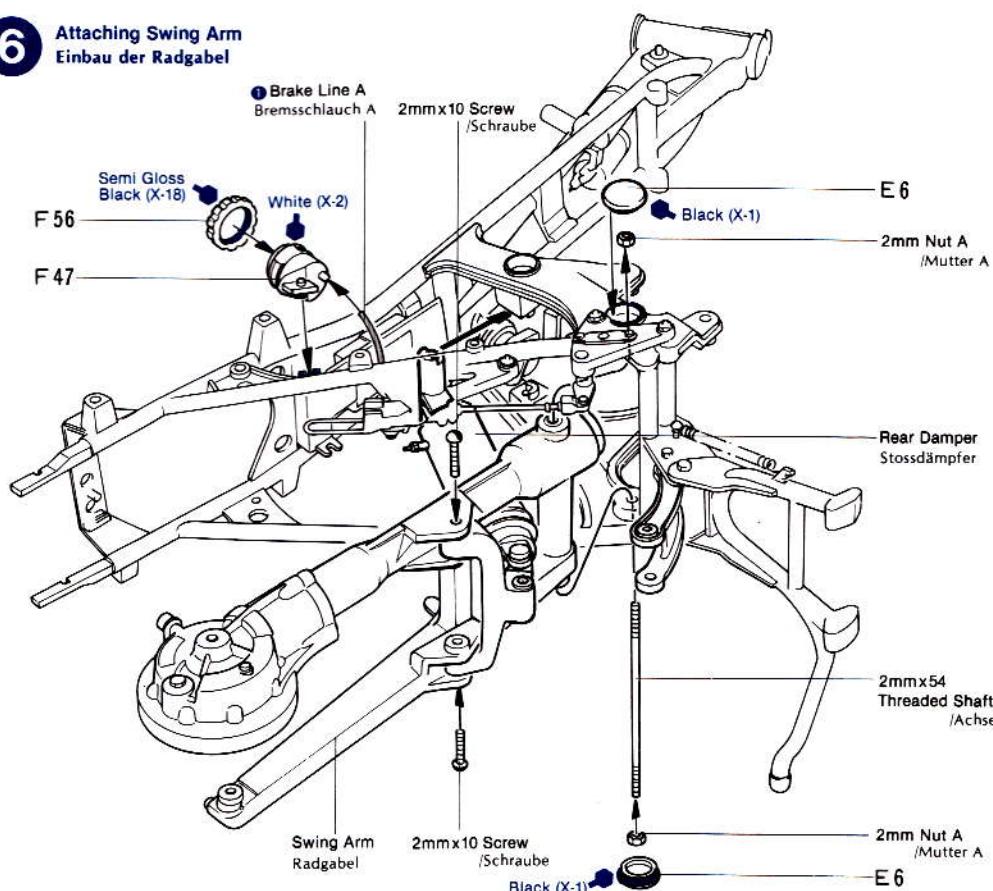
4 Assembly of Rear Damper Montage des Stossdämpfers



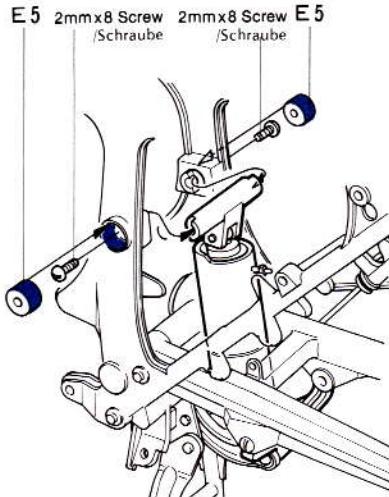
5 Assembly of Swing Arm Montage der Radgabel



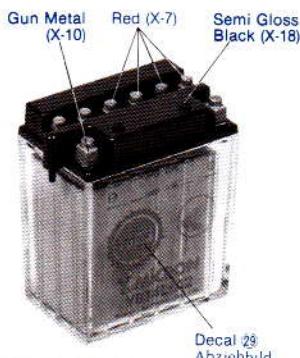
6 Attaching Swing Arm Einbau der Radgabel



7 «Fixing Rear Damper»
«Festhaltung des Stoßdämpfers»



8 «Battery»
«Batterie»

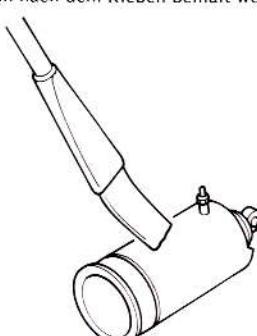


9 «Attached Battery»
«Eingegebute Batterie»

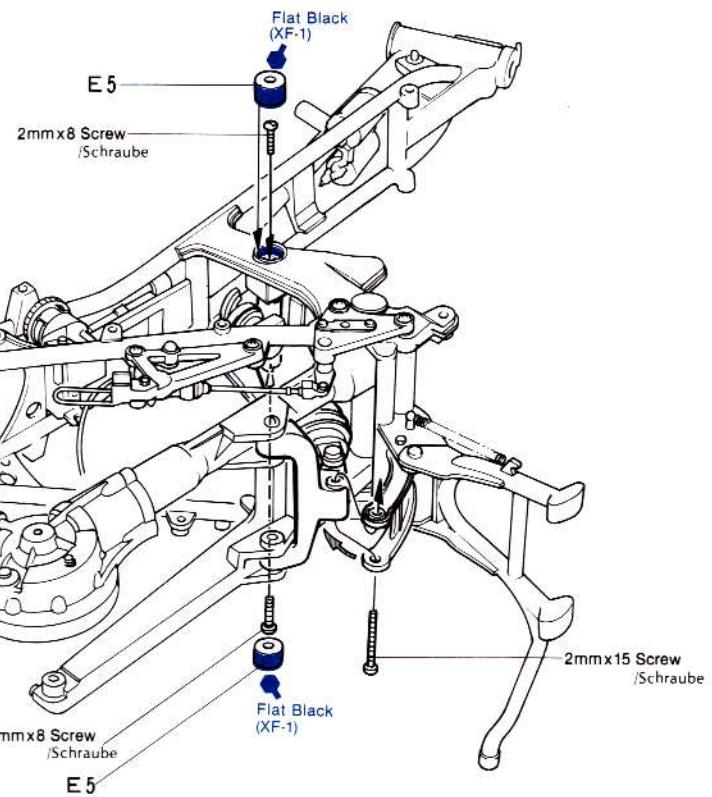


PAINTING

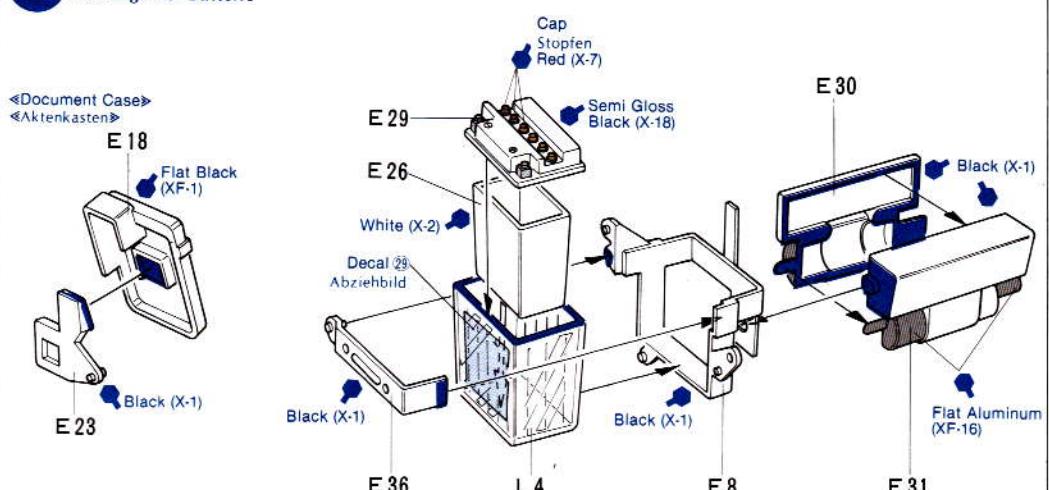
Paint small parts before removing from sprue and touch up after assembly.
Teile, die in gleicher Farbe bemalt werden, sollten nach dem Kleben bemalt werden.



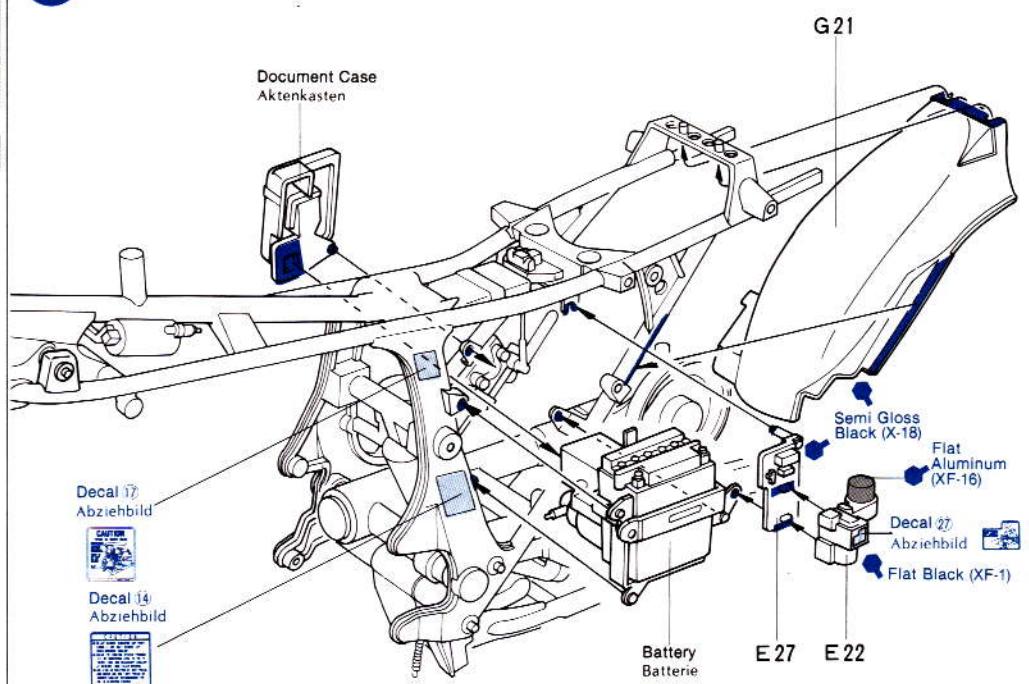
7 Attaching Rear Swing Arm
Einbau des Stoßdämpfers



8 Assembly of Battery
Montage der Batterie



9 Attaching Battery
Einbau der Batterie



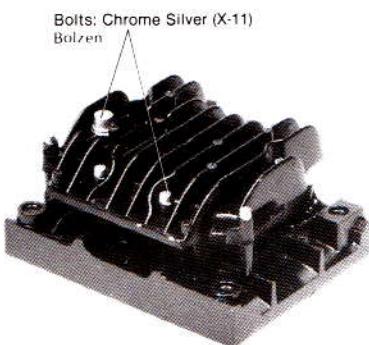
10 «Rear Wheel»
«Hinterrad»



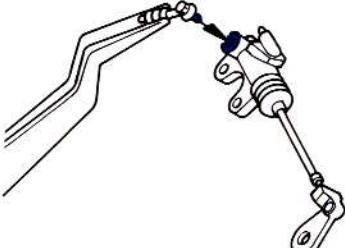
11 «Attached Rear Wheel»
«Eingebautes Hinterrad»



12 «Engine Parts»
«Motorteile»

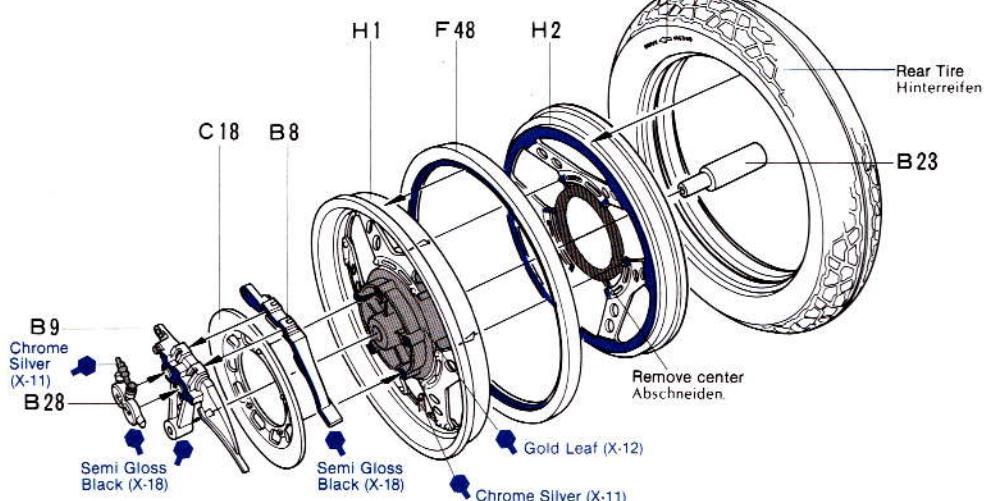


«Adding Small Parts»
Hold small parts with tweezers to facilitate work.
Kleine Teile hält man mit Pinzette fest.

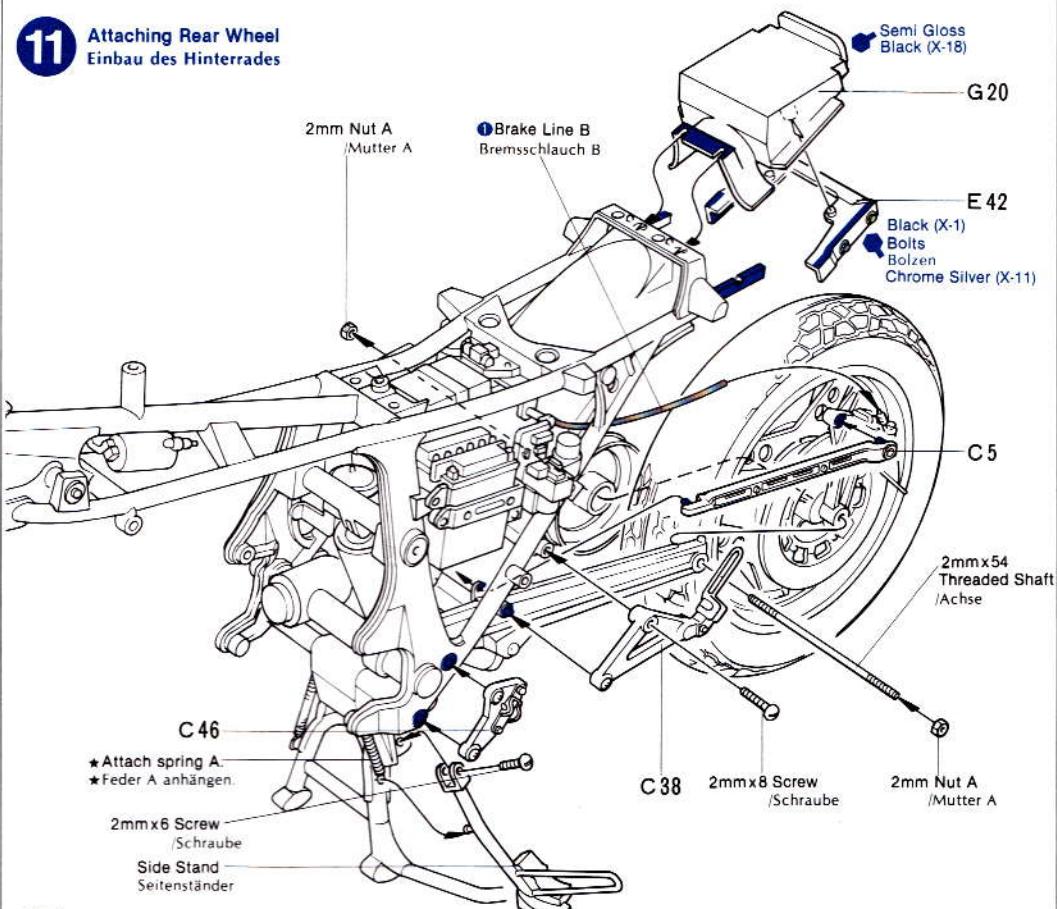


10 Assembly of Rear Wheel
Montage des Hinterrades

* Note rotation direction.
★ Auf die Pfeilrichtung an dem Reifen achten.

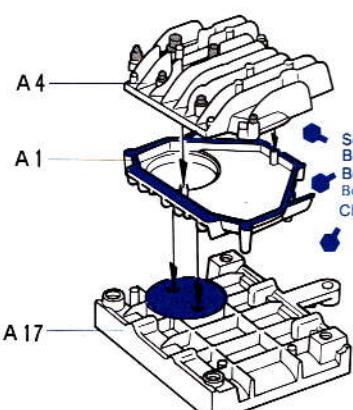


11 Attaching Rear Wheel
Einbau des Hinterrades

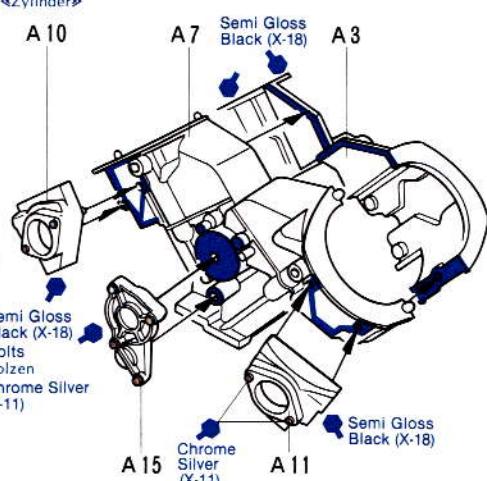


12 Assembly of Engine Parts
Einbau der Motorteile

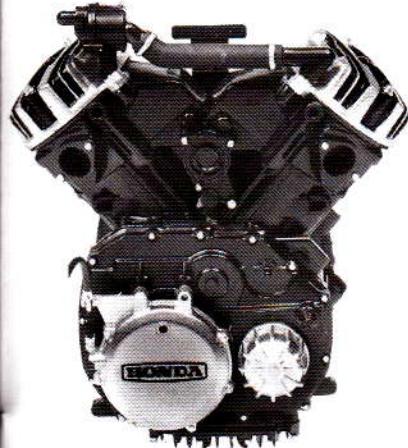
«Oil Pan»
«Ölpfanne»



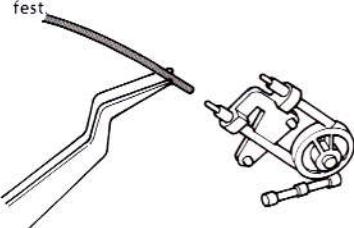
«Cylinders»
«Zylinder»



14 «Assembled Engine»
«Eingebaute Zylinder»



Cut vinyl tubing to length suggested and attach in place. Tweezers will ease your work.
Vinylschlauch in der gezeigten Länge schneiden, und auch hält man mit Pinzette fest.



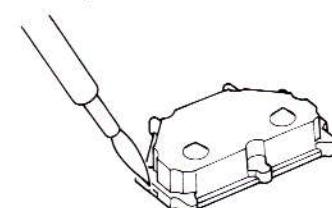
15 «Surge Tank»
«Ausgleichskammer»



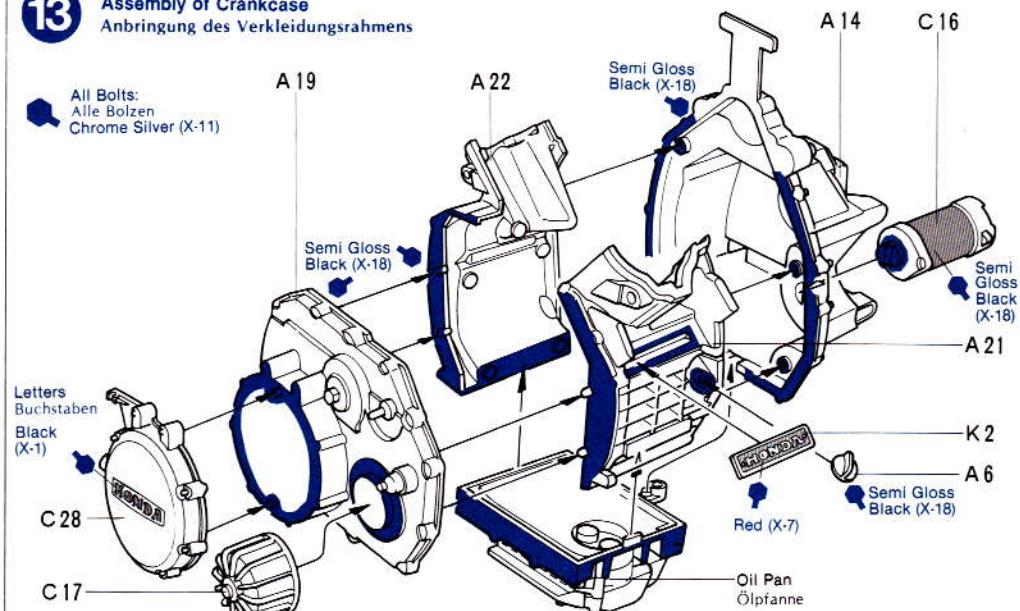
PAINTING

Apply silver paint with a very fine pointed brush to make good any damaged chrome work. Tamiya Paint is recommended (X-11).

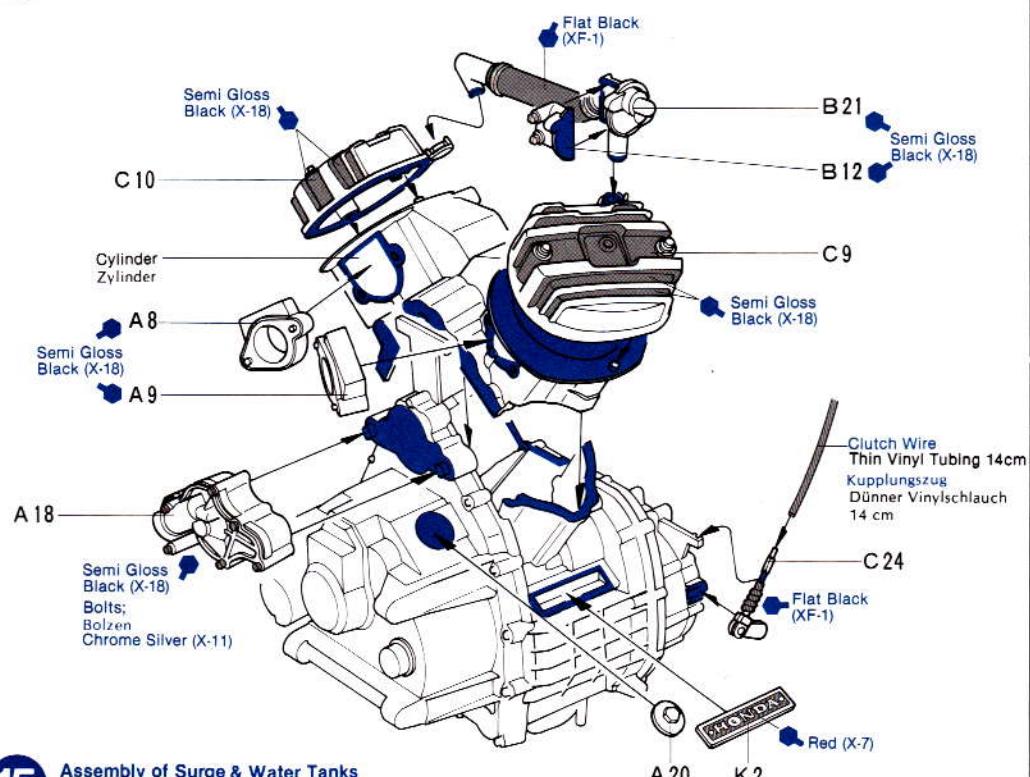
Tamiya Chrome Paint Marker Verwenden, um beschädigtes Chrome auszubessern.



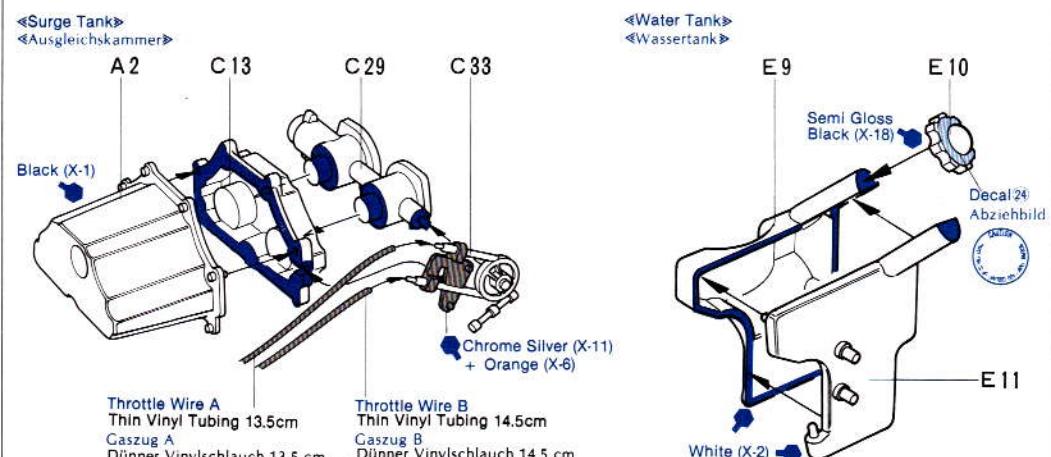
13 Assembly of Crankcase
Anbringung des Verkleidungsrahmens



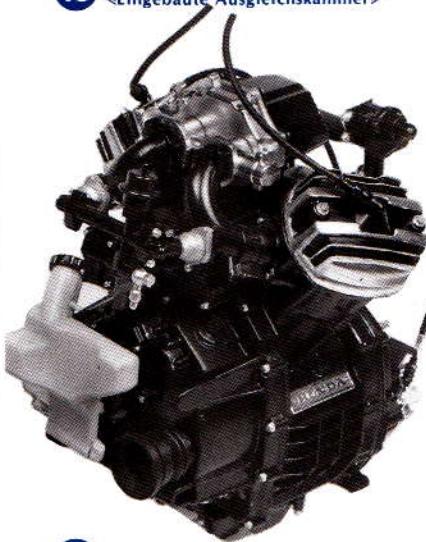
14 Assembling Cylinders
Einbau der Zylinder



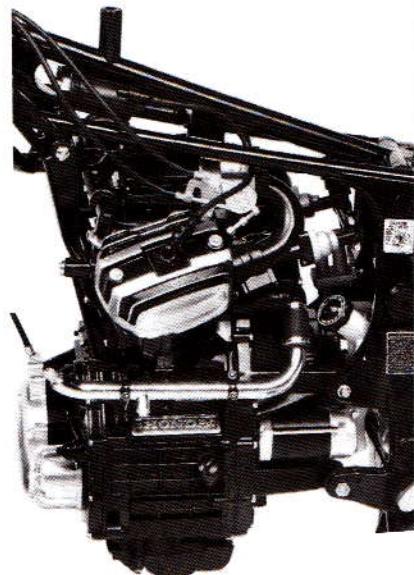
15 Assembly of Surge & Water Tanks
Einbau der Ausgleichskammer & des Wassertanks



16 «Attached Surge Tank»
«Eingebaute Ausgleichskammer»



17 «Attached Engine»
«Eingebauter Motor»

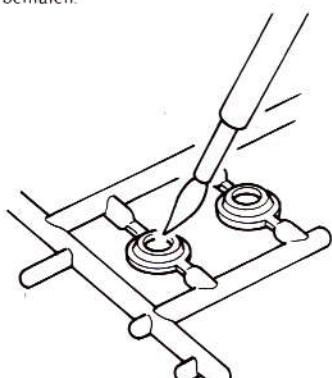


18 «Turbocharger»
«Turbolader»

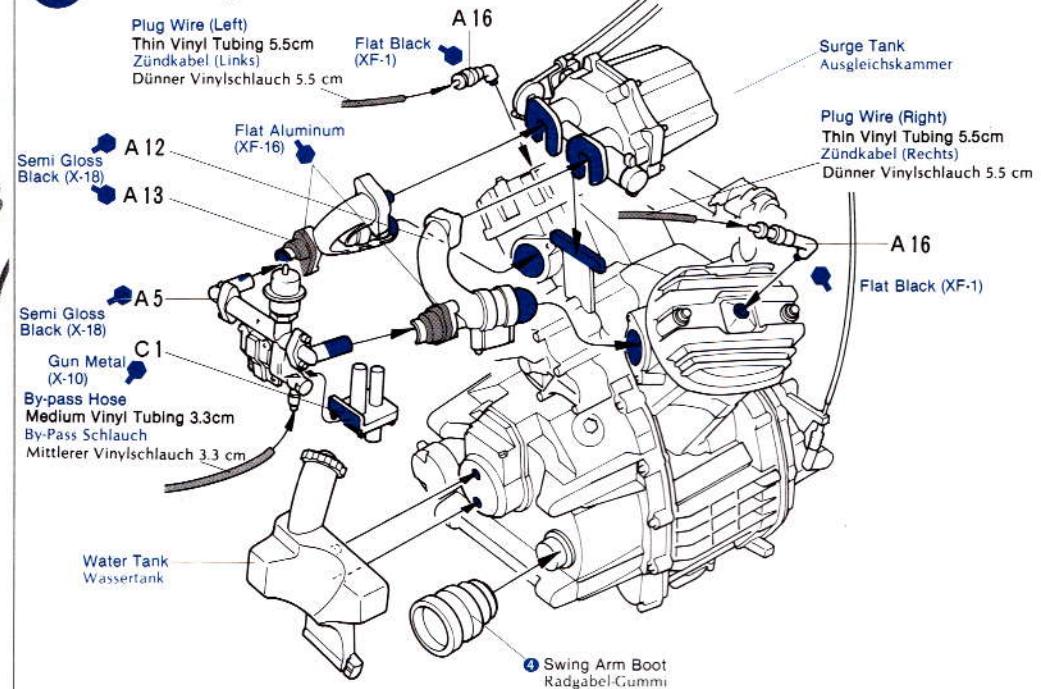


PAINTING

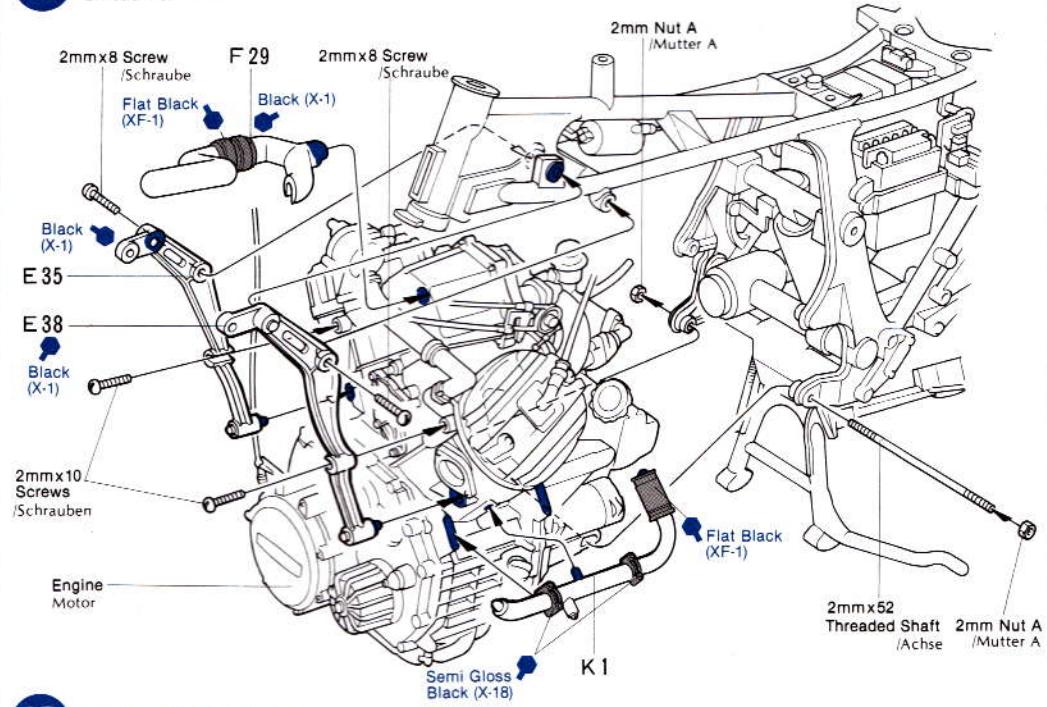
Paint small parts before removing from sprue and touch up after assembly.
Kleine Teile am Spritzling bemalen. Die Schnittflächen erst nach dem Einbauen bemalen.



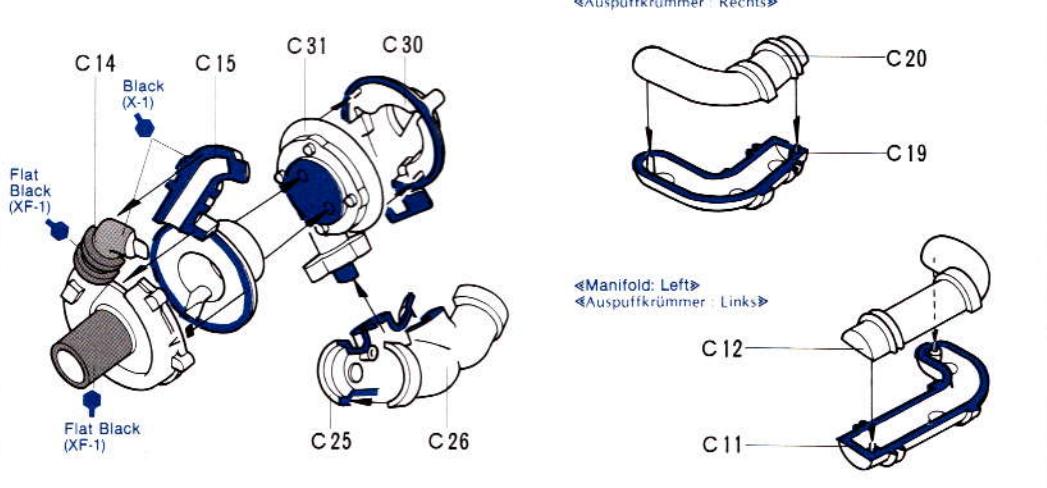
16 Attaching Surge Tank
Einbau der Ausgleichskammer



17 Attaching Engine
Einbau des Motores



18 Assembly of Turbocharger
Montage des Turboladers

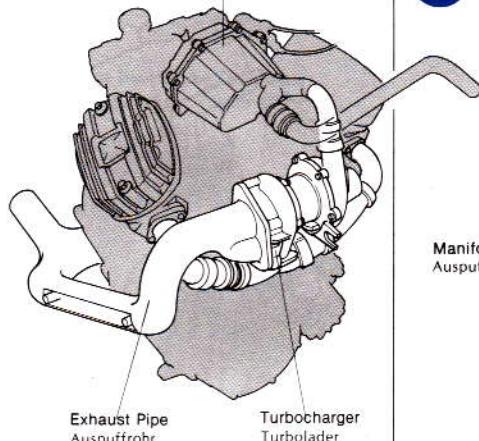


20 «Attached Exhaust Pipe»
«Eingebautes Auspuffrohr»



«Attaching Turbocharger»
«Einbau des Turboladers»

Surge Tank
Ausgleichskammer



Exhaust Pipe
Auspuffrohr Turbocharger
Turbolader

21 «Muffler»
«Auspuffe»

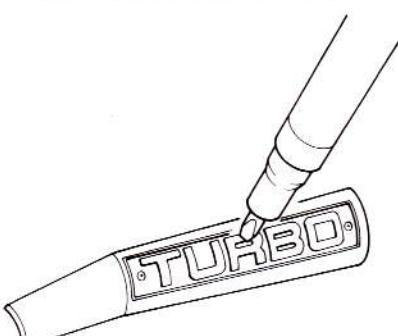


Flat Black (XF-1) Letters
Buchstaben Chrome Silver (X-11)

PAINTING

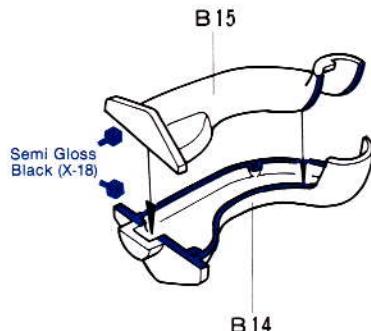
Use Tamiya Chrome Paint Marker for
highlighting raised letters etc.

Tamiya Paint Marker Chrome für
Bemalung der erhabene Schrift usw..

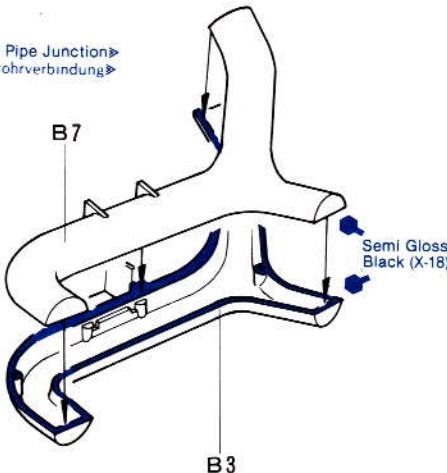


19 Assembly of Exhaust Pipe
Einbau des Auspuffrohrs

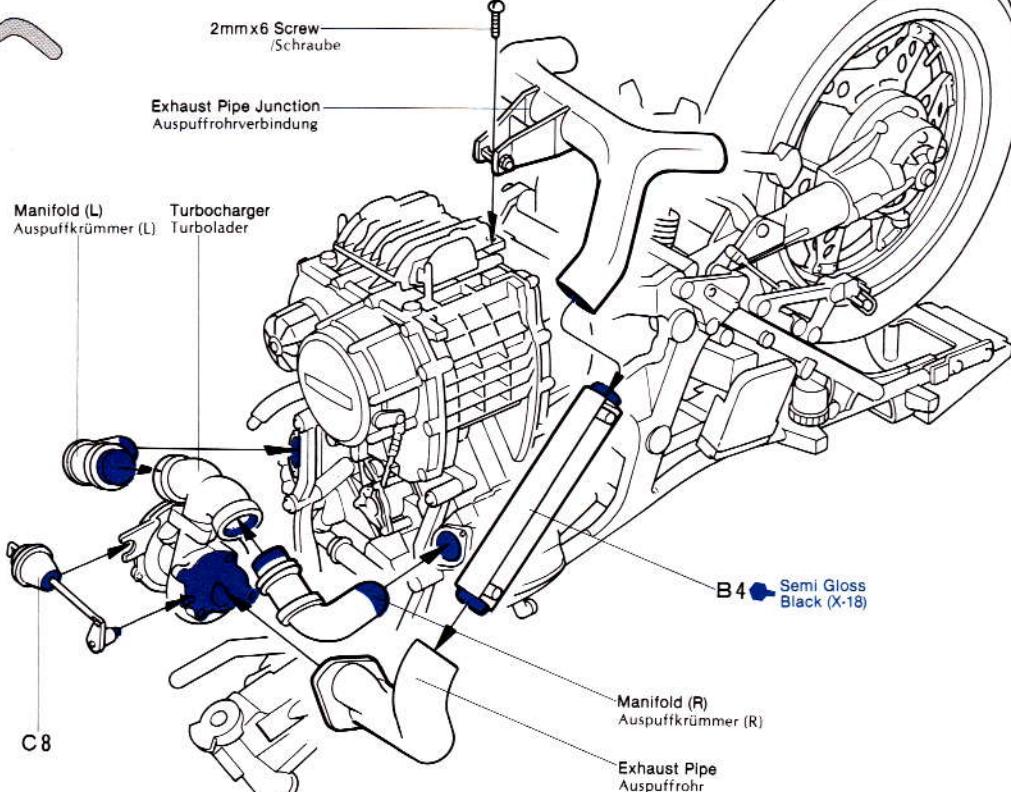
«Exhaust Pipe»
«Auspuffrohr»



«Exhaust Pipe Junction»
«Auspuffrohrverbindung»



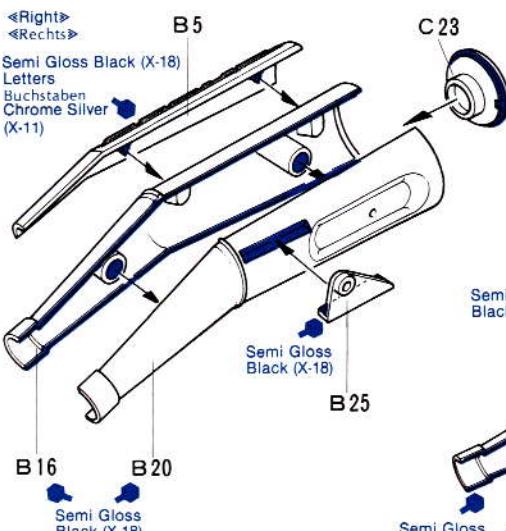
20 Attaching Exhaust Pipe
Einbau des Auspuffrohrs



21 Assembly of Mufflers
Auspuffe

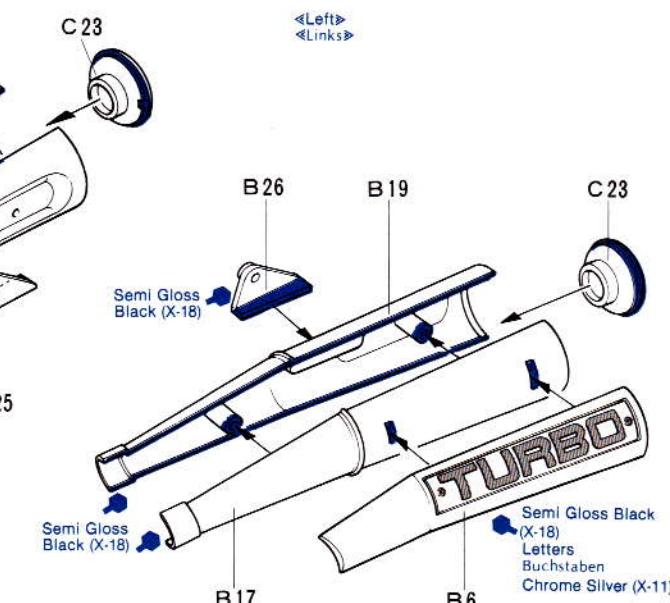
«Right»
«Rechts»

Semi Gloss Black (X-18)
Letters
Buchstaben Chrome Silver (X-11)



«Left»
«Links»

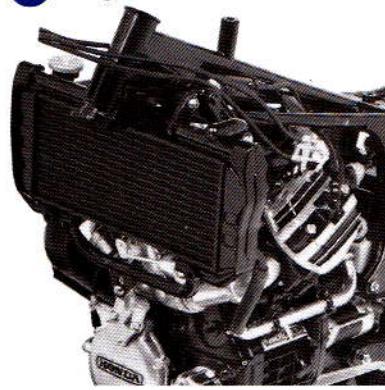
C23



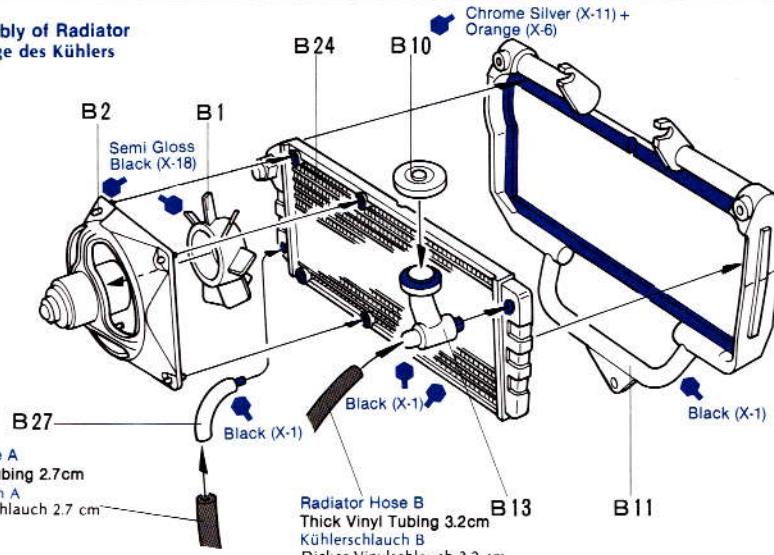
22

«Radiator»
«Kühler»

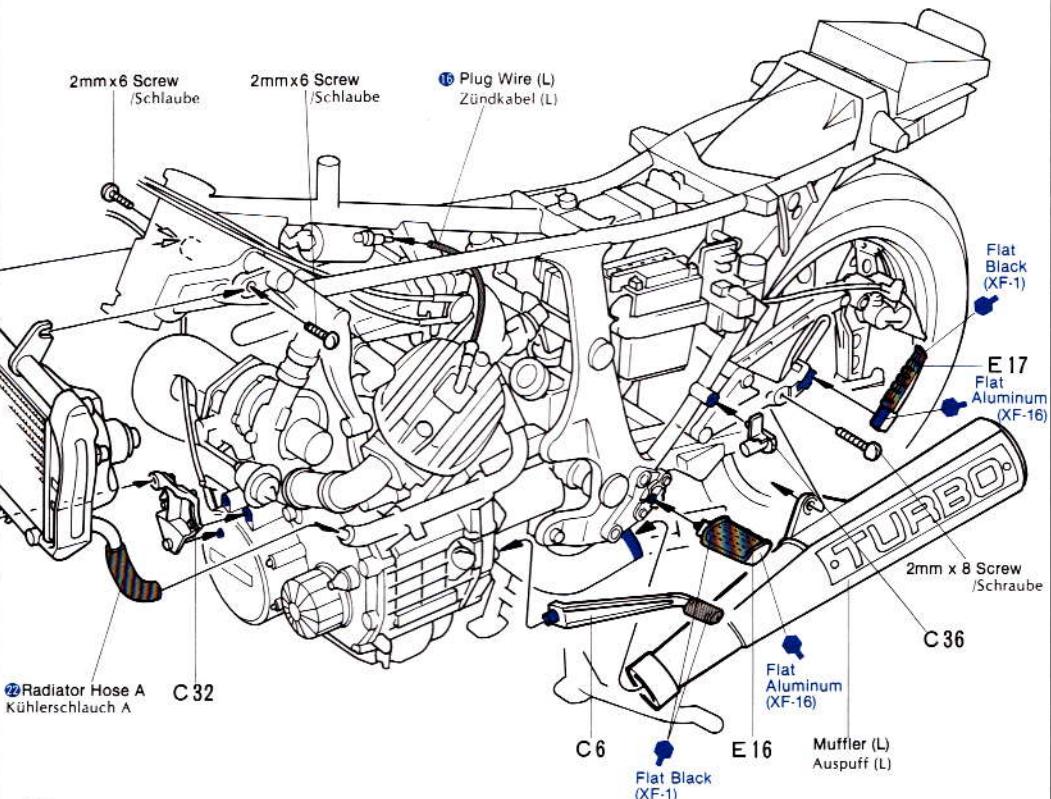
23

«Attached Radiator»
«Eingebauter Kühler»

22

Assembly of Radiator
Montage des Kühlers

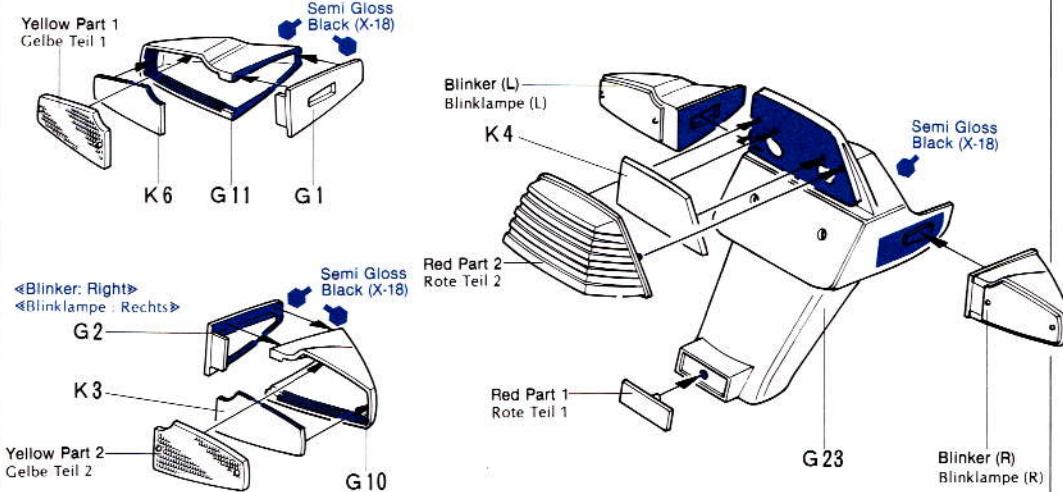
23

Attaching Radiator
Einbau des Kühlers

24

«Taillight»
«Rückleuchte»

24

Assembly of Taillight
Rückleuchte«Blinker: Left»
«Blinklampe: Links»

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.

25 «Attached Steps»
«Eingebaute Tritte»



25 Attaching Taillight
Einbau der Rückleuchte

Taillight
Rückleuchte

G 16
Semi Gloss
Black (X-18)

⑩ Plug Wire (R)
Zündkabel (R)

⑪ Radiator Hose A
Kühlerschlauch A

Semi Gloss
Black (X-18)

Chrome Silver
(X-11)

B 18

C 37

Flat Black
(XF-1)

E 16

C 49

2mm x 8 Screw
Schraube

Flat Aluminum
(XF-16)

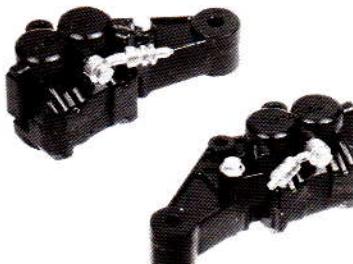
Flat Aluminum (XF-16)
Rubber
Gummi

Flat Black (XF-1)

E 17

Muffler (R)
Auspuff (R)

26 «Front Disc Brake Calipers»
«Bremssättel für Vorderrad»

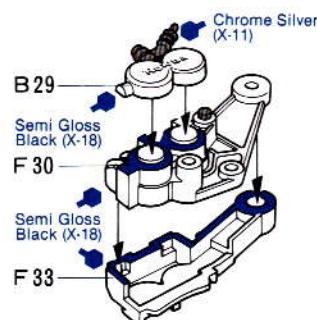


27 «Front Shocks»
«Stossdämpfergehäuse»

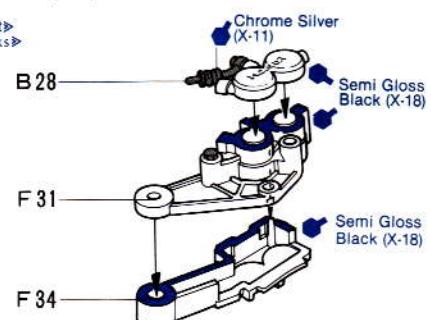


26 Assembly of Front Disc Brake Calipers
Montage der Bremssättel für Vorderrad

«Right»
«Rechts»

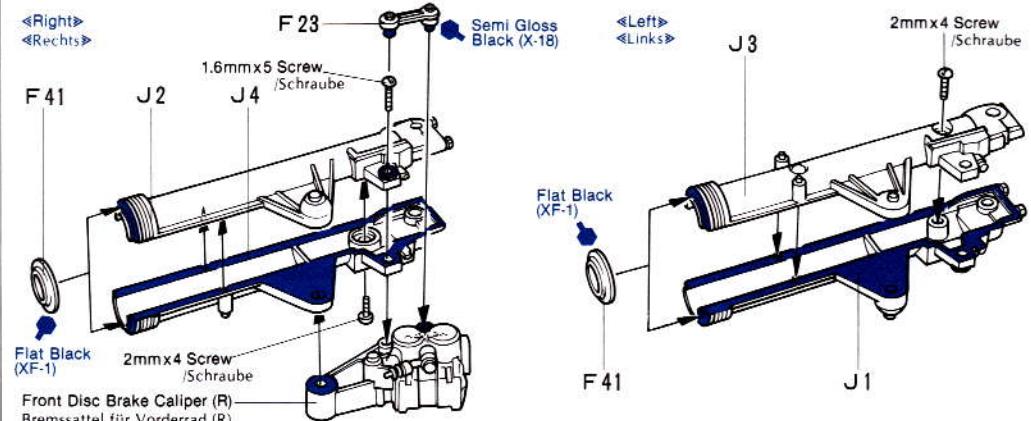


«Left»
«Links»

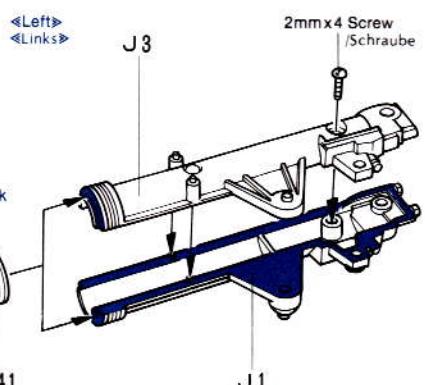


27 Assembly of Shock Tube
Montage des Stossdämpfergehäuses

«Right»
«Rechts»



«Left»
«Links»



28 Assembly of Front Fork
Montage der Vorderradgabel

Front Fork Shafts
Innere Stossdämpferstangen

F 28

6mm Pipe
Rohre

Semi Gloss
Black (X-18)

Semi Gloss
Black (X-18)

F 27

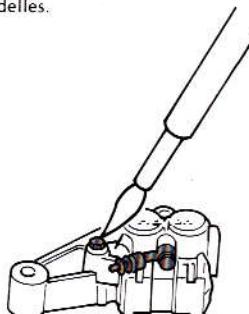
3mmx45 Screws
Schrauben

PAINTING

«Painting Bolts»

All the bolts used in the frame and engine are chrome plated. Paint them with care, since they serve to enhance the overall appearance of your finished model.

Alle Bolzen im Rahmen und Motor mit chromesorgfältig bemalen. Sie erreichen dadurch ein besseres Aussehen des Modells.



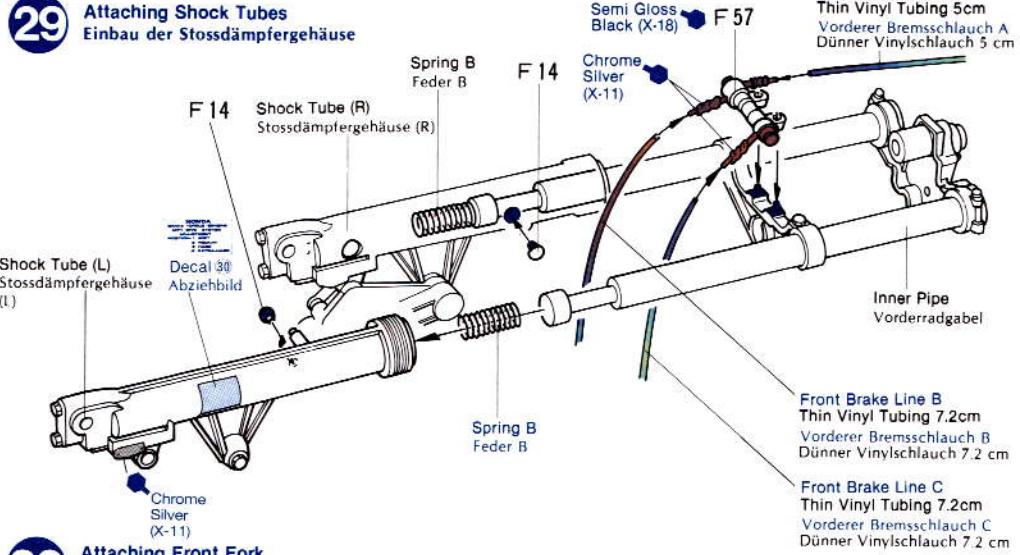
29 «Front Forks»
«Eingebaute Stoßdämpfergehäuse»



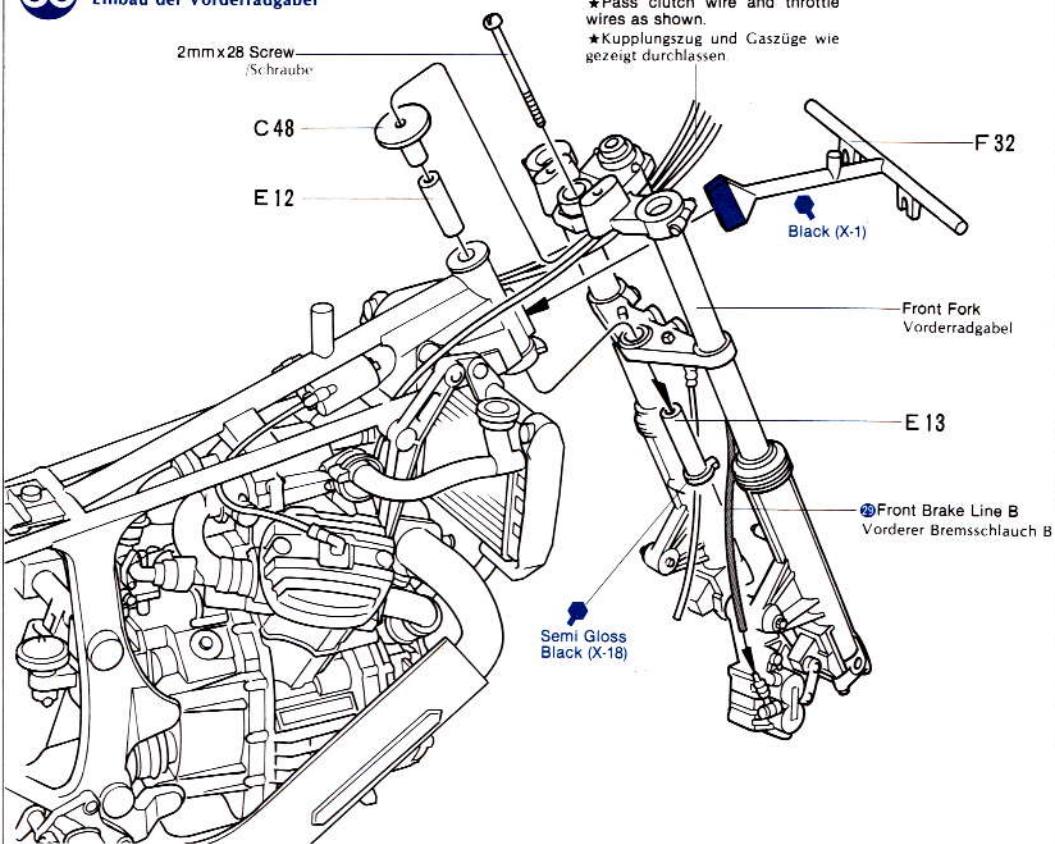
30 «Attached Front Fork»
«Eingebaute Vorderradgabel»



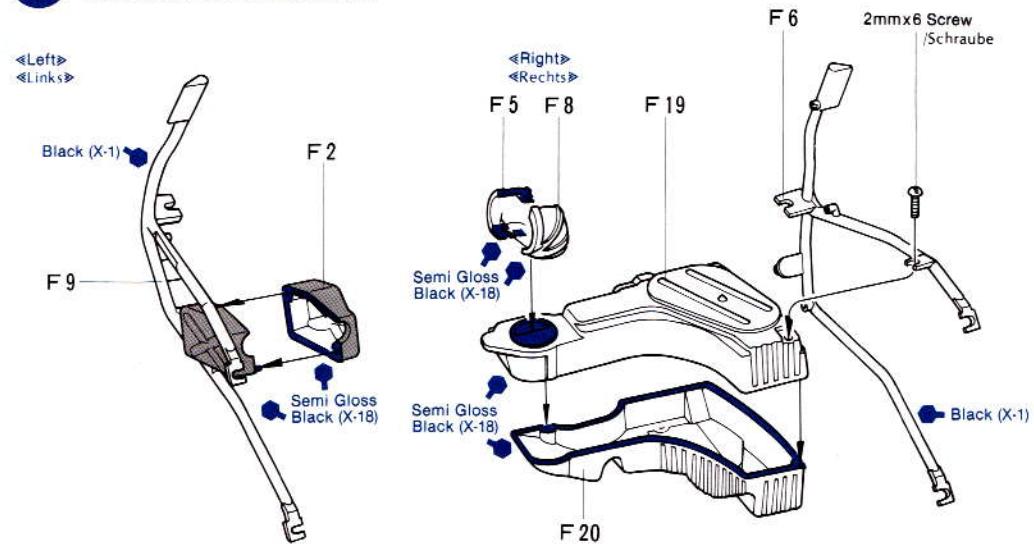
31 «Cowl Frame»
«Verkleidungsrahmen»



30 Attaching Front Fork
Einbau der Vorderradgabel

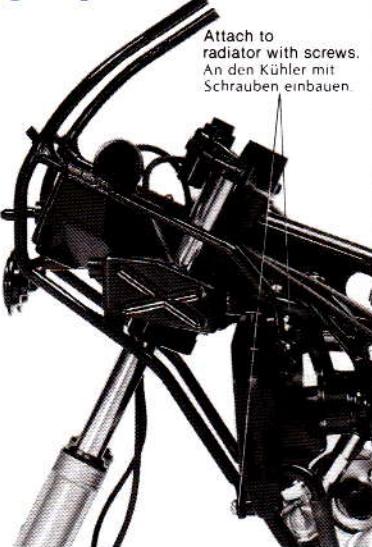


31 Assembly of Cowl Frame
Montage des Verkleidungsrahmens

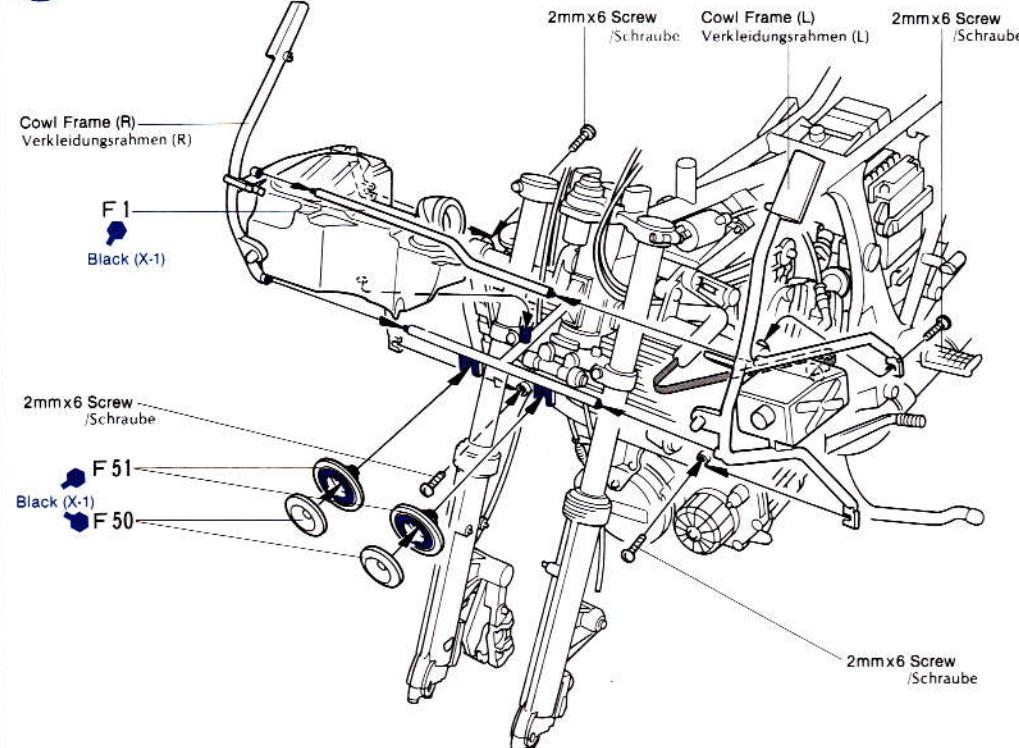


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Try the new Tamiya acrylic
paints. Engineered by modelers for model-
er's use. The final cover for the finest mod-
els. Insist on Tamiya for perfect results.

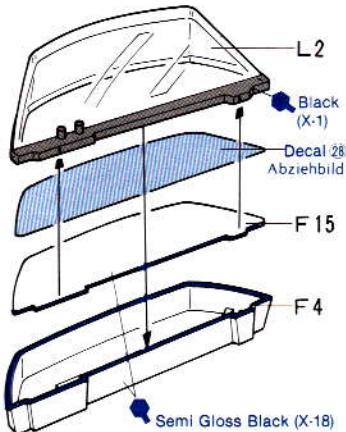
32 «Attached Cowl Frame»
«Angebauter Verkleidungsrahmen»



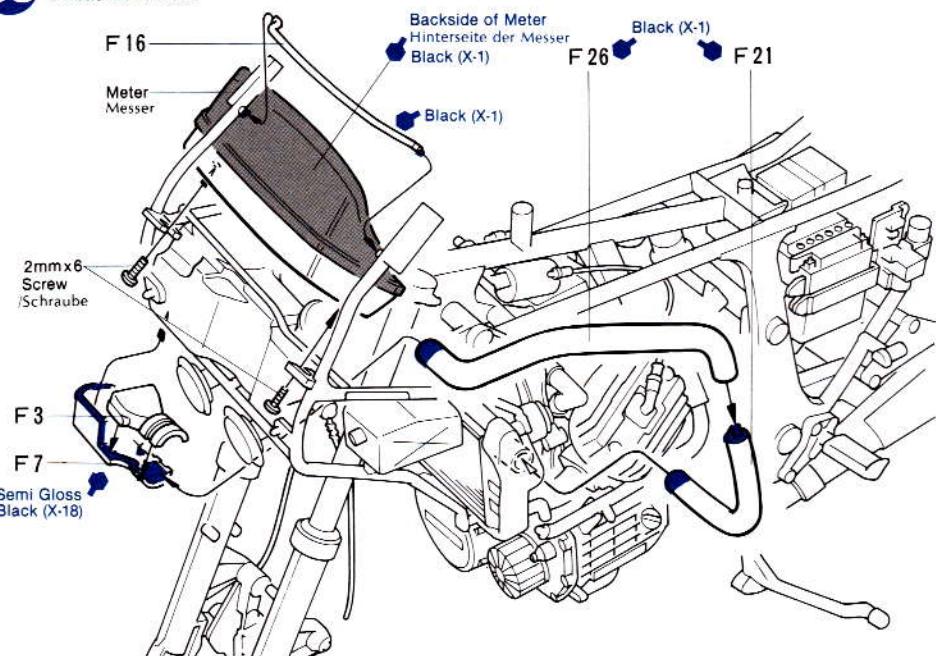
32 Attaching Cowl Frame
Einbau der Verkleidungsrahmen



33 «Assembly of Meter»
«Montage der Messer»



33 Attaching Meter
Einbau der Messer

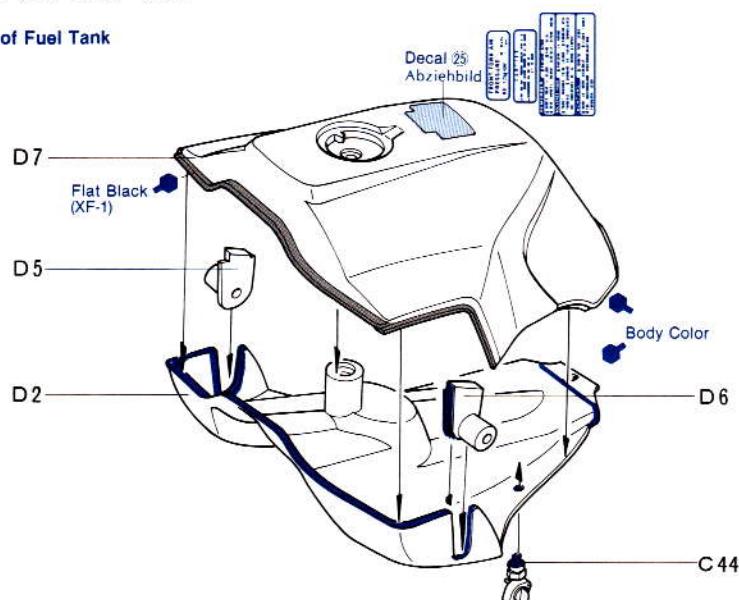


34 «Painting & Marking of Fuel Tank»
«Bemalung & Markierung des Tanks»

- ★ Attach tank cap in Step ④
- ★ Tankstelle in Stufe ④ einbauen.



34 Assembly of Fuel Tank
Tank



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.



35 «Number Plate»
«Nummerschild»

- ★ Select C50 or C34.
- ★ C50 oder C34 auswählen.

«Marking of Saddle Cowl»
«Markierung des Sattels»



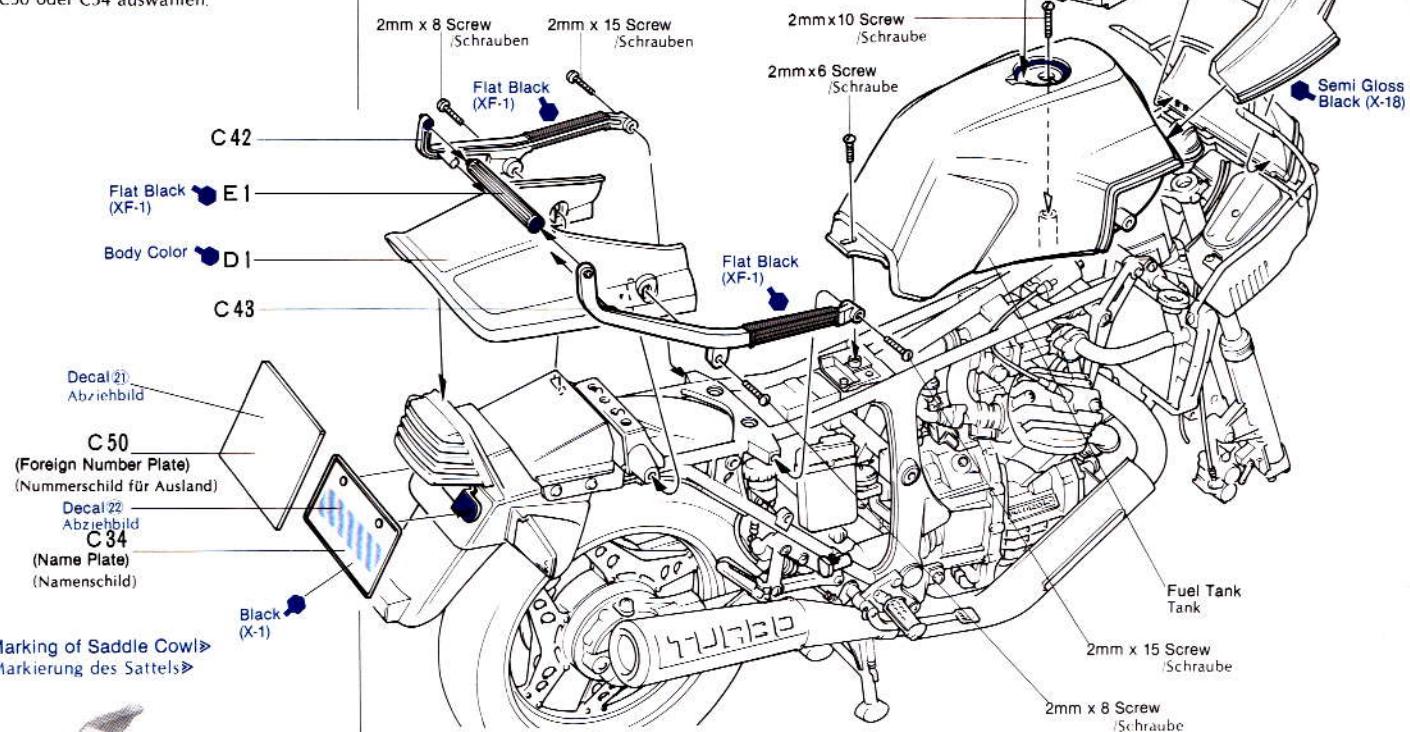
36 «Saddle»
«Sattel»



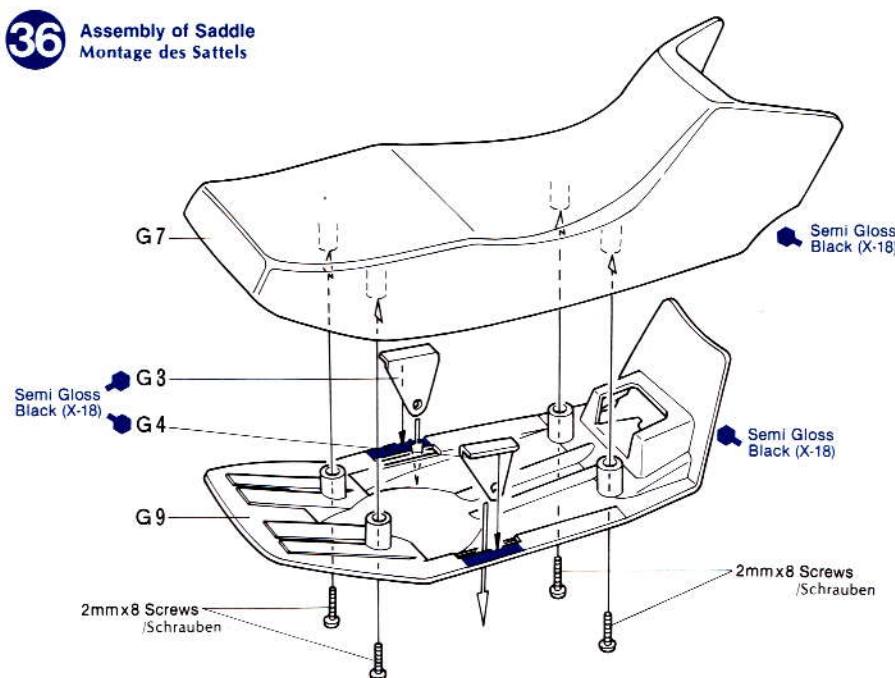
37 «Handle-Bar»
«Lenkstange»



35 Attaching Fuel Tank
Einbau des Tanks

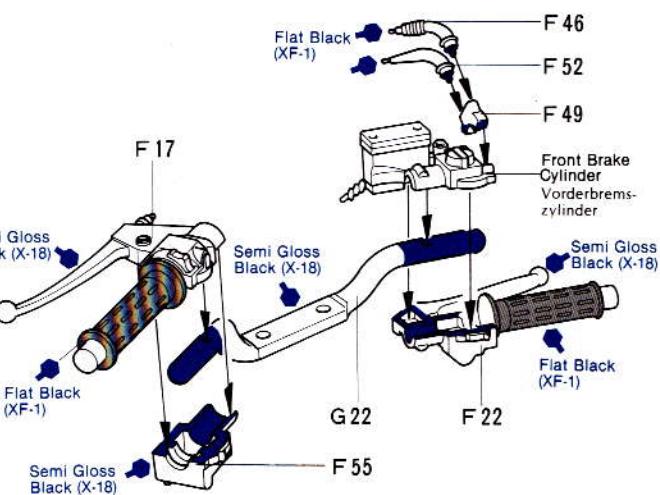
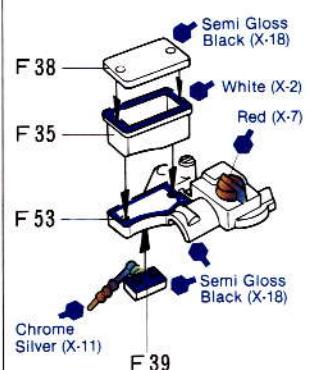


36 Assembly of Saddle
Montage des Sattels

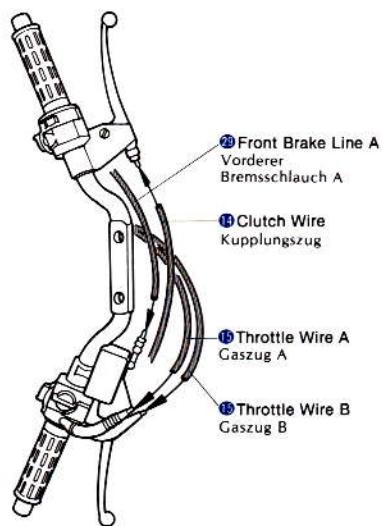
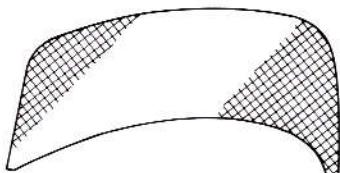


37 Assembly of Handle-Bar
Lenkstange

«Front Brake Cylinder»
«Vorderbremszylinder»



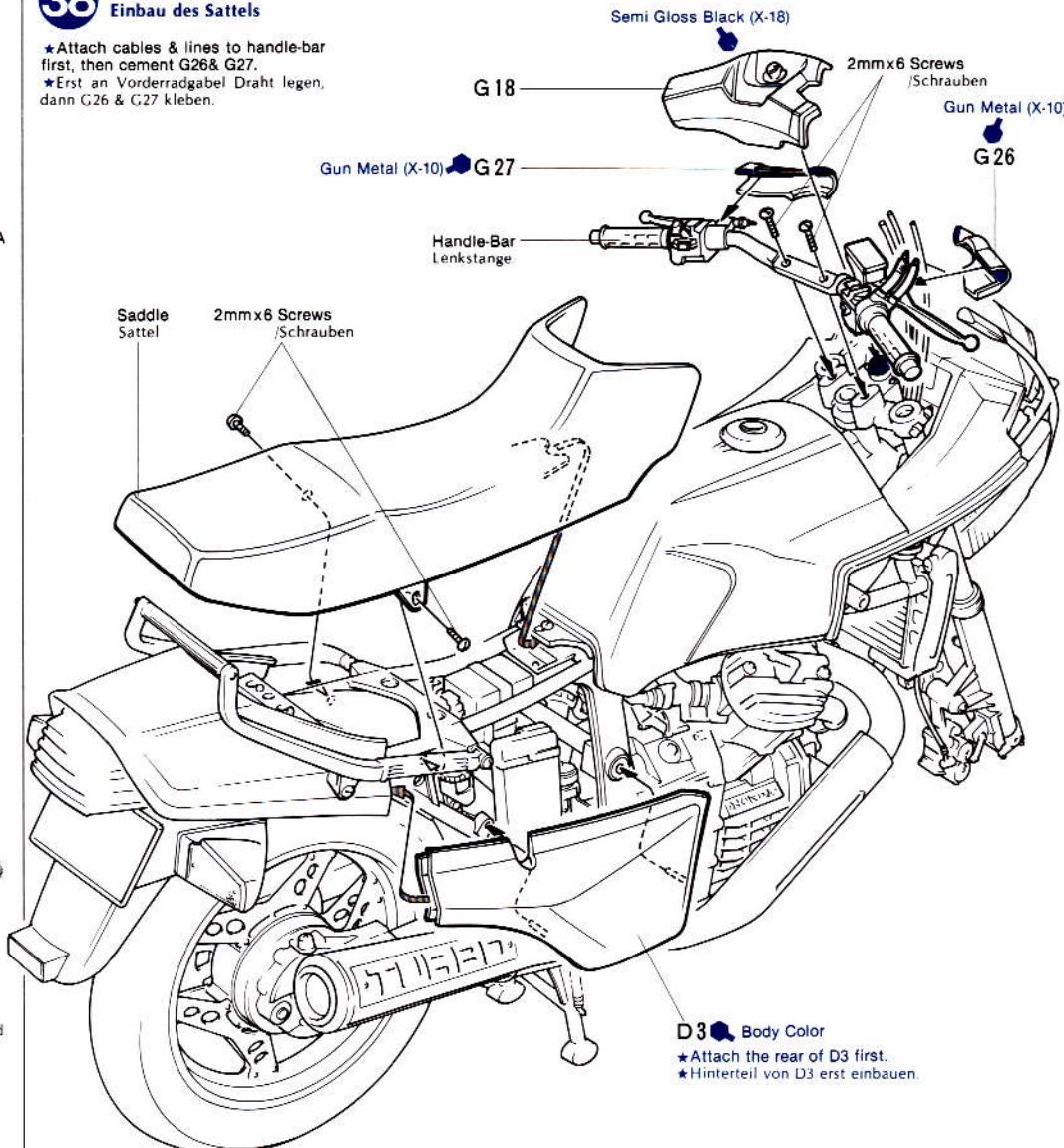
38

«Cable Attachment to Handle-Bar»
«Drahtleitung der Vorderradgabel»«Marking of Side Cover»
«Seitendeckel»Decal (6)
AbziehbildDecal (6): if grey area is painted.
Abziehbild (6): wenn graue Fläche bemalt wird.39 «Trimming of Nylon Mesh»
«Nylonnetzwerk»★Cut out 2 sheets as shown.
★2 Plättchen wie gezeigt abschneiden.«Marking of Cowling»
«Verkleidung»

38

Attaching Saddle
Einbau des Sattels

- ★ Attach cables & lines to handle-bar first, then cement G26& G27.
- ★ Erst an Vorderradgabel Draht legen, dann G26 & G27 kleben.



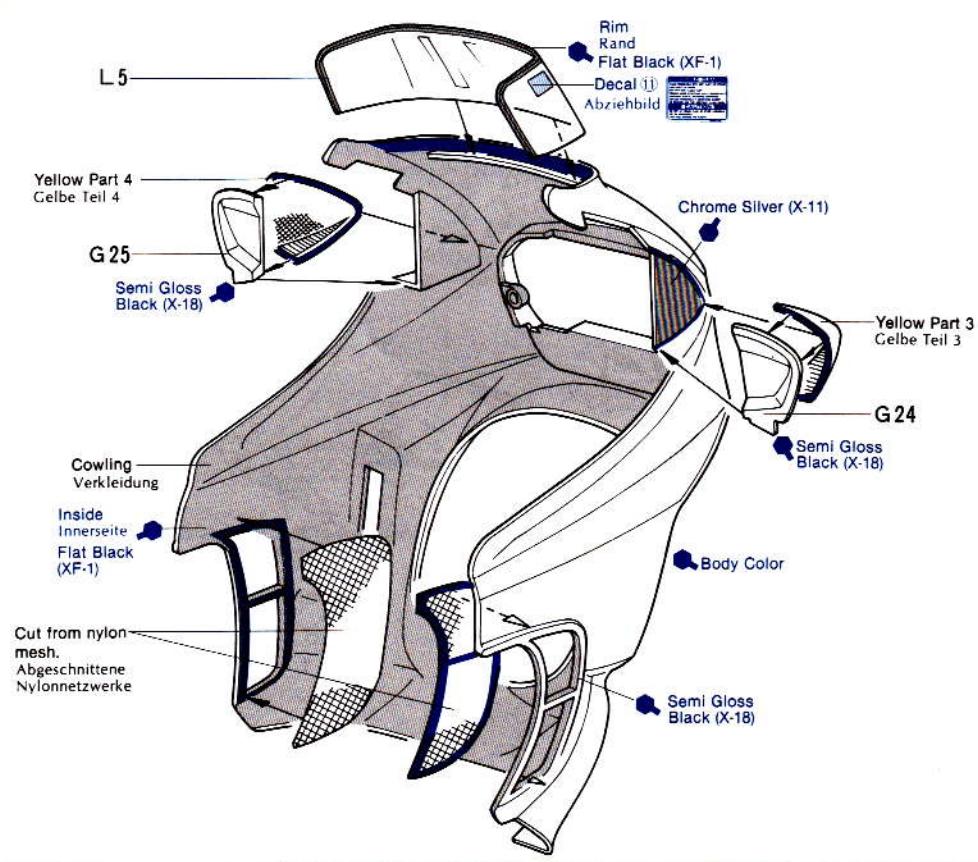
Semi Gloss Black (X-18)

2mmx6 Screws /Schrauben

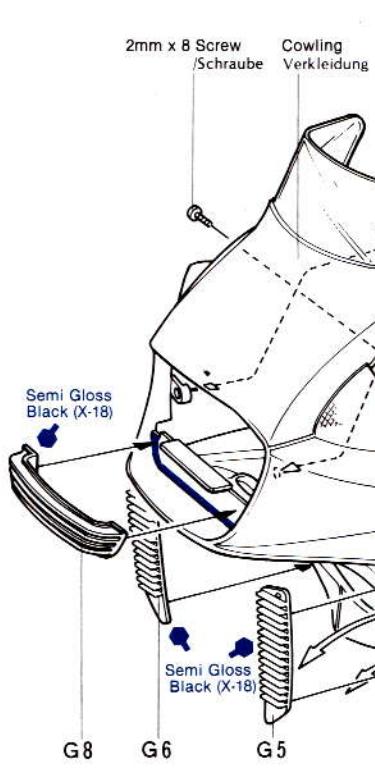
Gun Metal (X-10)

G26

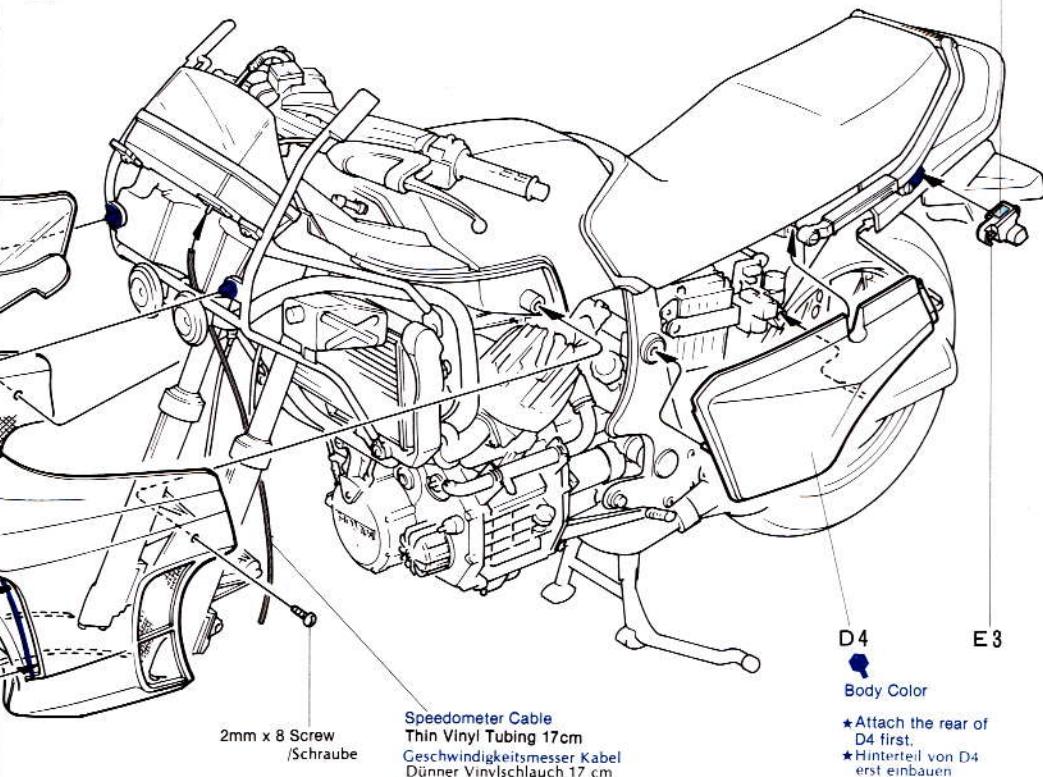
39

Assembly of Cowling
Verkleidung

40 «Attaching Cowling»
«Einbau der Verkleidung»



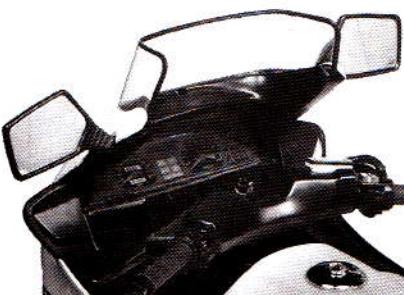
40 Attaching Cowling
Einbau der Verkleidung



«Marking of Side Cover»
«Seitendeckel»



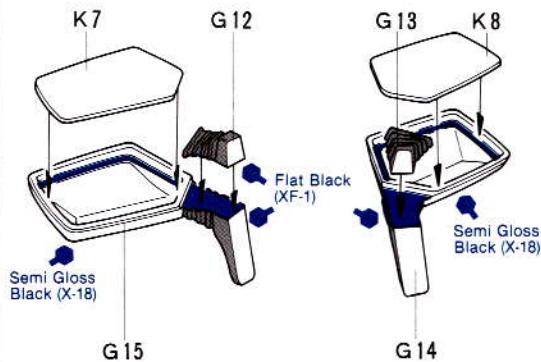
42 «Cowling Frame Cover»
«Deckel des Verkleidungsrahmens»



41 Assembly of Cowl Parts
Rückspiegel & Scheinwerfer

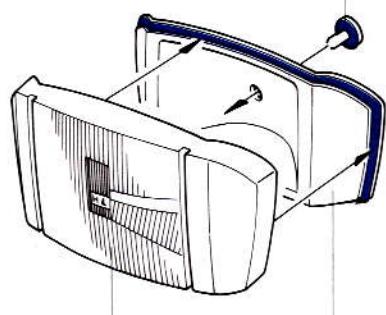
«Rear View Mirror: Left»
«Rückspiegel : Links»

«Rear View Mirror: Right»
«Rückspiegel : Rechts»



«Head Light»
«Scheinwerfer»

L1, L3, K9

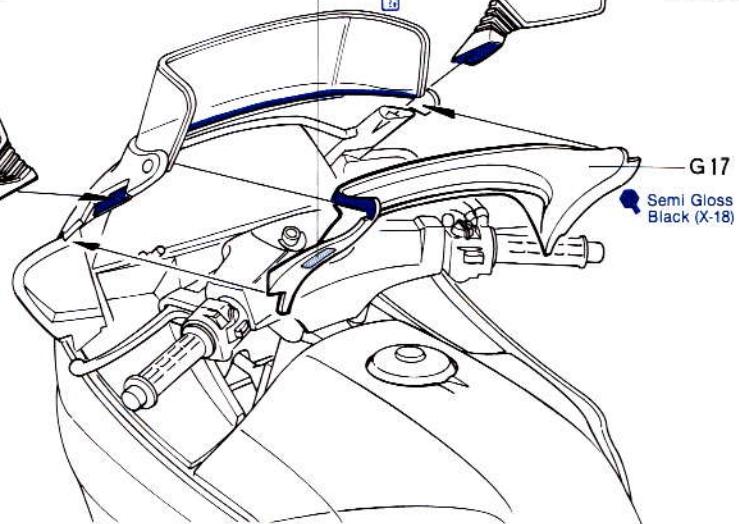


42 Attaching Cowling Frame Cover
Deckel des Verkleidungsrahmens

Rear View Mirror (L)
Rückspiegel (L)

Decal ⑩
Abziehbild

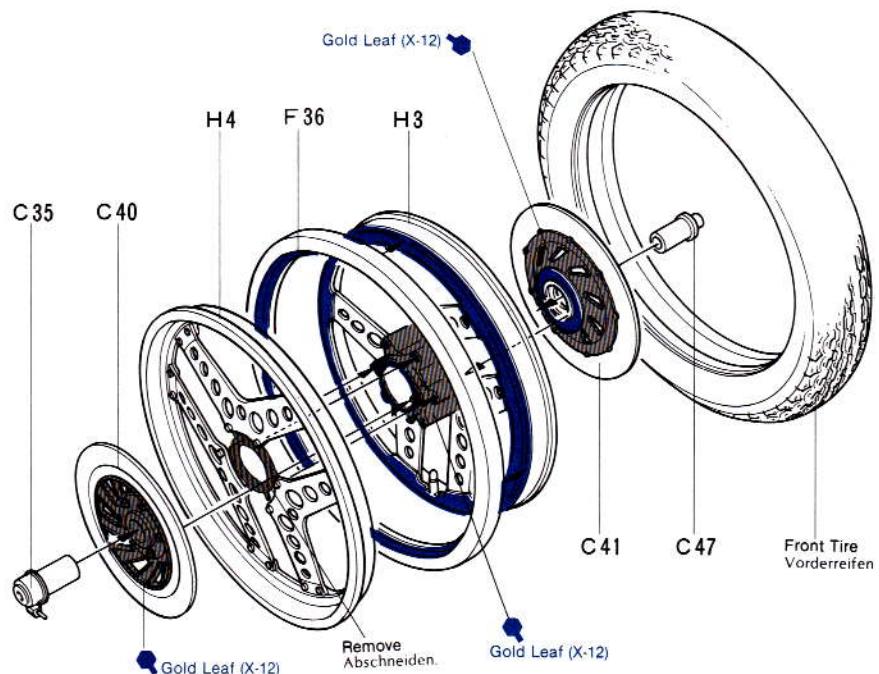
Rear View Mirror (R)
Rückspiegel (R)



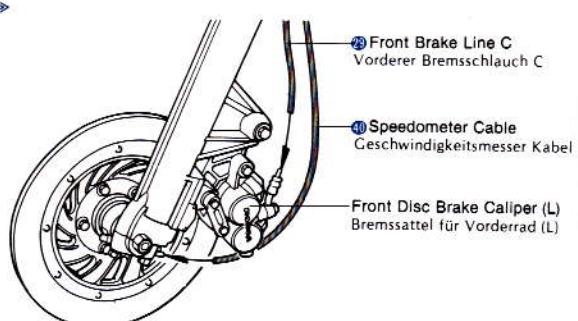
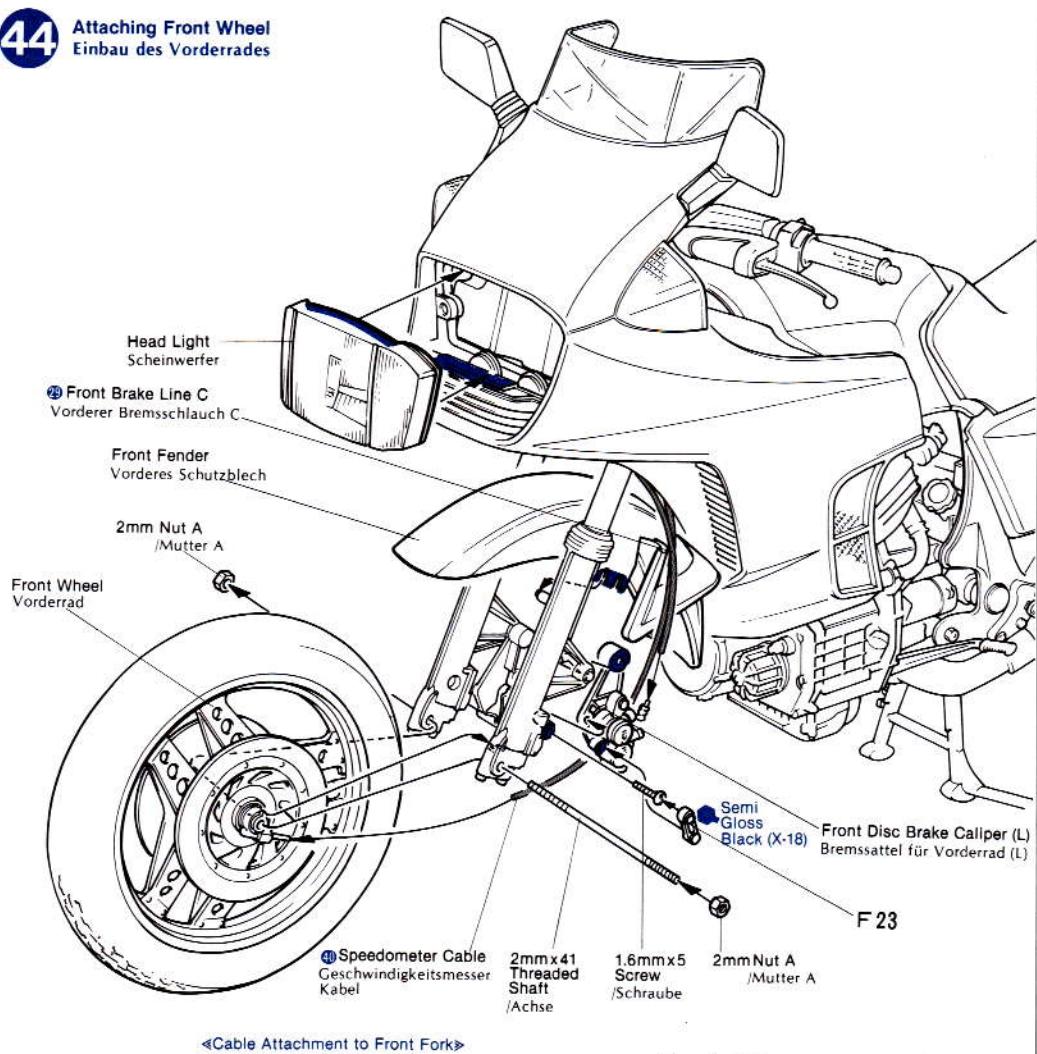
44 <Attached Front Wheel>
 <Vorderrad>



43 Assembly of Front Wheel
 Montage des Vorderrades



44 Attaching Front Wheel
 Einbau des Vorderrades



PAINTING & APPLYING DECALS

Honda CX500 Painting Guide

The Honda CX500, the world's first turbocharged production motorcycle, featured a paint scheme of red, black, and gray stripes on a pearl white base color. The engine, exhaust, and frame were black while the comstar wheels were finished in gold. Refer to the instruction manual for information on painting details. The  mark indicates numbers for Tamiya Paint colors.

Honda CX500 Lackieranleitung

Die Honda CX500, das erste Serienmotorrad der Welt mit Turbo-Aufladung, besaß eine Lackierung mit roten, schwarzen und grauen Streifen auf perlweißem Grund. Motor, Auspuff und Rahmen waren schwarz, wogegen die Comstar Räder in Gold ausgeführt waren. Beachten Sie die Bauanleitung als Hinweis für die Detailbemalung. Die  Markierung gibt die Nummern der Tamiya-Lackfarben an.

Colors Required (Bemalungen benötigt)

Tamiya color Spray Paints
Pearl white / Perlweiss.....TS-45

Tamiya color
Black / Schwarz.....X-1
White / Weiß.....X-2
Orange.....X-6
Red / Rot.....X-7
Gun metal / Metall-Grau.....X-10
Chrome silver / Chrom-Silber.....X-11
Gold leaf / Gold glänzend.....X-12
Semi gloss black / Seidenglanz Schwarz.....X-18
Flat black / Matt Schwarz.....XF-1
Flat aluminum / Matt Aluminium.....XF-16

Painting Implements

Have the following ready on hand: a flat brush for painting large areas, slender and pointed brushes for painting small parts, trays for mixing paints, sprays etc. After painting, remove paint from the brushes with thinner and wash them in water. Lacquer thinner is cheap and good for washing the brushes, but it must be handled with care because it melts plastic.

Zubehör für die Bemalung

Flacher Pinsel für grosse Flächen, dünner und spitzer Pinsel für kleine Teile. Nach Malen den Pinsel mit Verdünner reinigen. Verdünner aber nicht mit Plastik in Verbindung bringen, da sonst Plastik schmilzt.

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 cement 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 removal 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 Zusammenbau bemalen, jedoch die kleinen Teile bemalt man am besten am Spritzung.

Spray Painting Hints

Firstly, always spray indoors in windless and dust-free conditions. Spread newspaper under your work. Mix the paint well by shaking the can for three minutes and then test spray against some cardboard from about 20cm, checking that the paint is properly mixed. When spraying the body, hold the can about 20cm from the plastic, always moving the can quickly in the same direction for every application. A good tip is to imagine you are spraying a large surface, i.e. the surrounding newspaper, you will then probably achieve a more even finish.

Bemalung mit Sprayfarben

Nur in zug- und staubfreien Räumen spritzen. Teile auf ausgebreite Zeitung stellen. Spraydose gut durchschütteln (3 Min) und durch Spritzen auf Karton prüfen, ob Farben

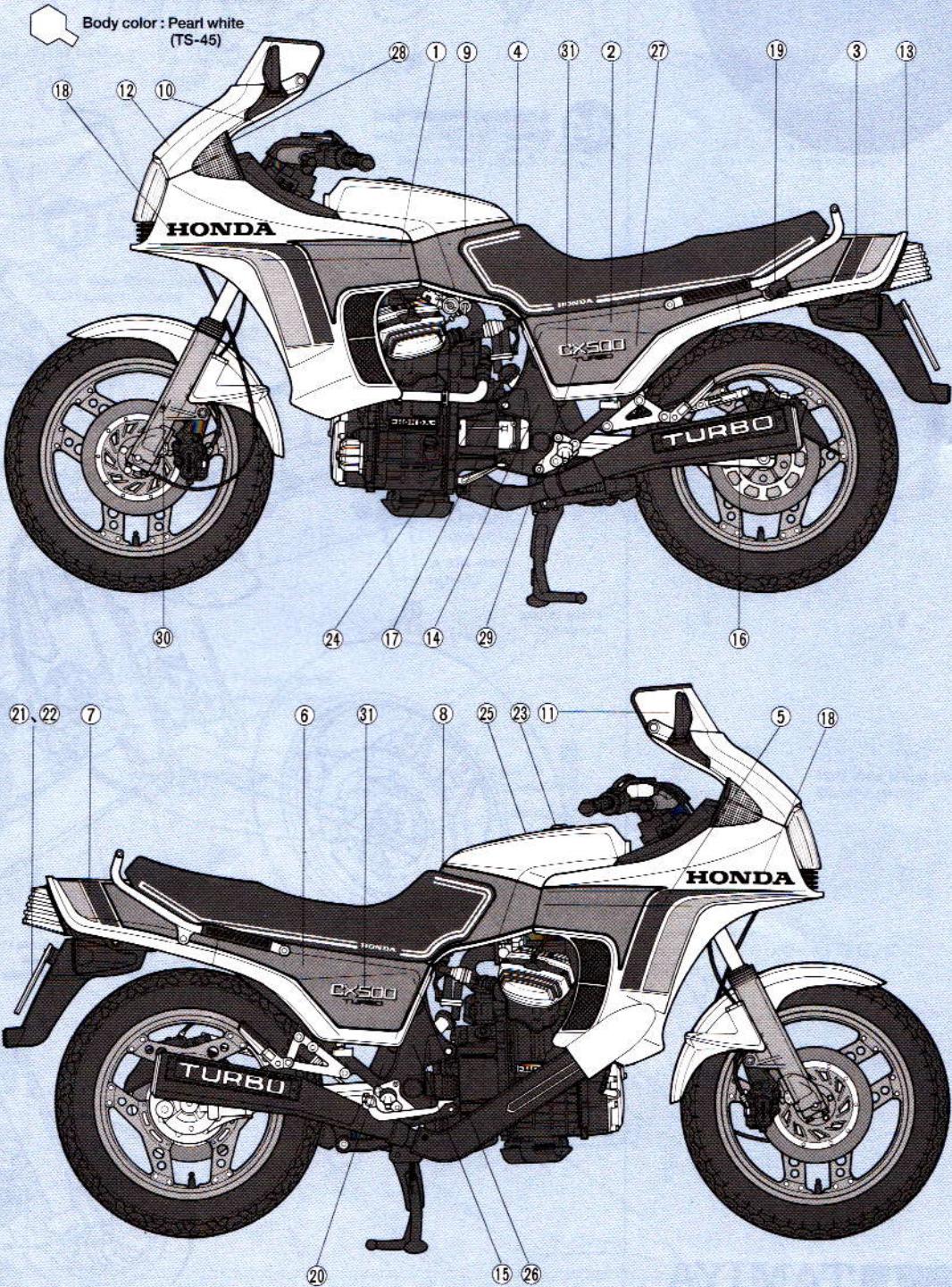
gut gemischt ist. (20 cm Abstand). Das Modell in gleicher Richtung grossflächig besprühen. Keine Sprayfarben auf Nitrobasis sondern nur Sprayfarben für Polystyrol Plastik verwenden.

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 abtrocknen. An unebenen Stellen kann man mit heißen Tuch das Decal besser andrücken. Transparente Überreste am Decal abschneiden. Decal nicht mehr berühren, bis getrocknet ist.

Painting & Marking of Honda CX500 Turbo



PARTS

Cowling Decal

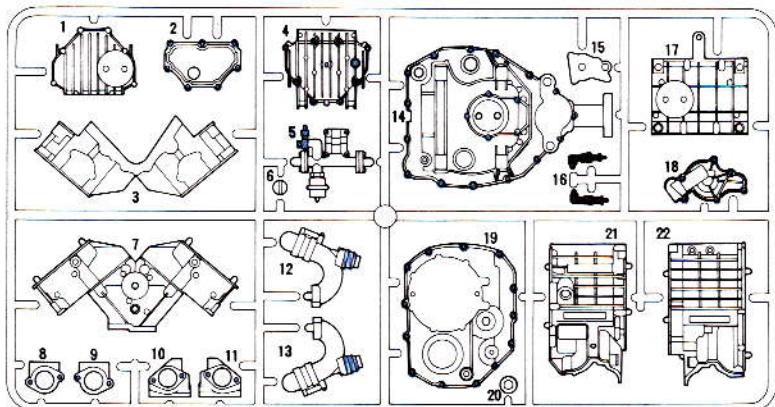
B PARTS

Semi Gloss Black (X-18) Black (X-1) Flat Black (XF-1)

Chrome Silver (X-11) Chrome Silver (X-11) + Orange (X-6)

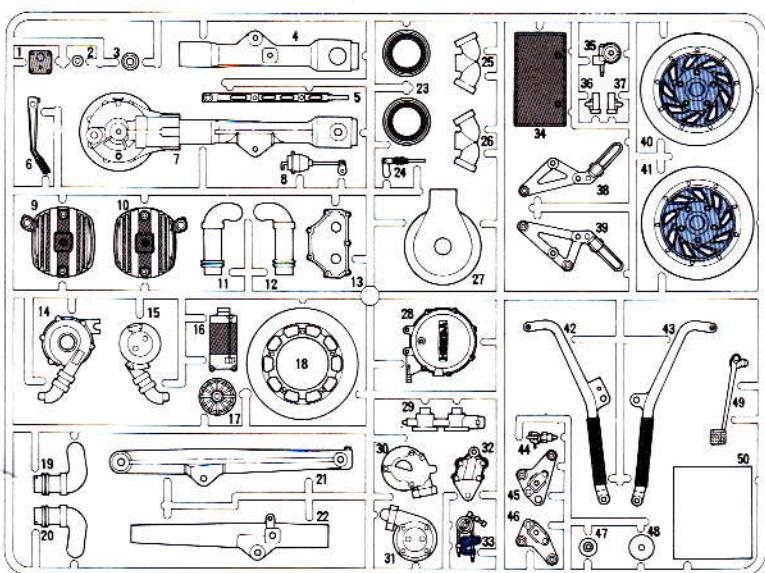
A PARTS

Semi Gloss Black (X-18) Flat Black (XF-1) Chrome Silver (X-11) Flat Aluminum (XF-16)



C PARTS

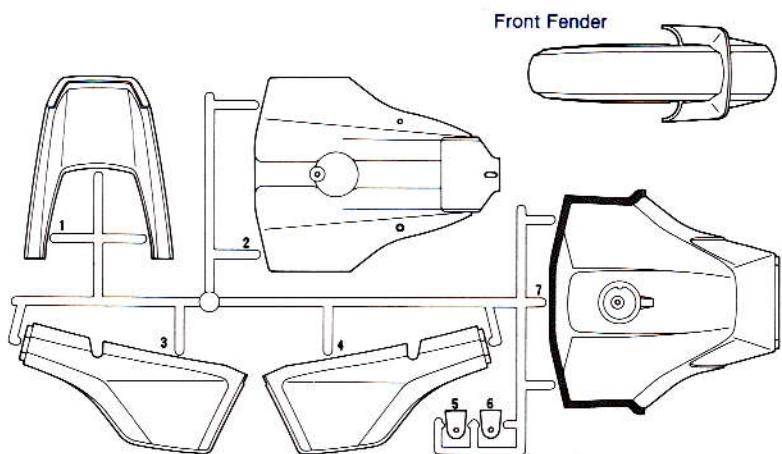
Matt Plated (X-1) Semi Gloss Black (X-18) Chrome Silver (X-11) + Orange (X-6) Gold Leaf (X-12)



D PARTS

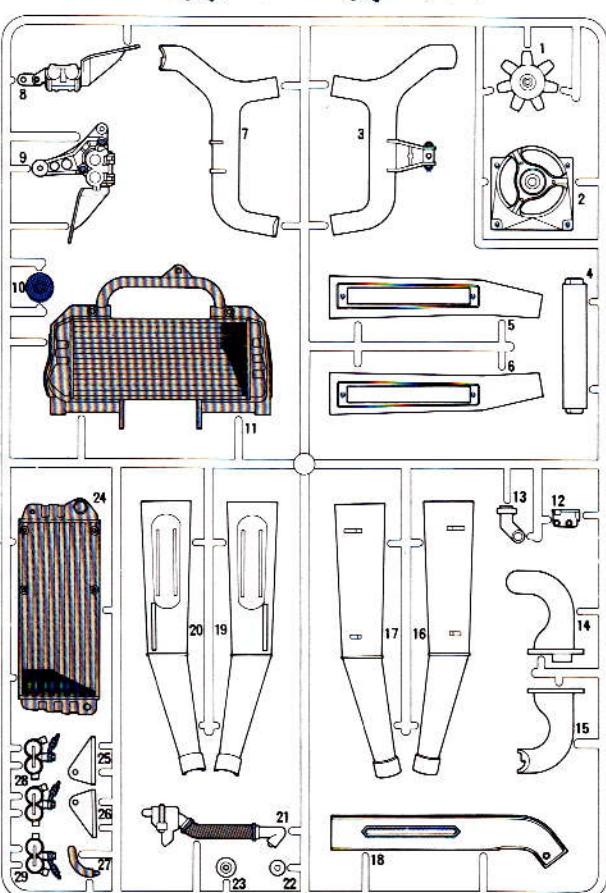
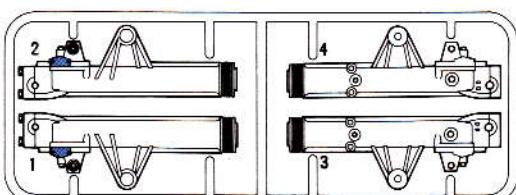
Body Color (X-1) Flat Black (XF-1)

Front Fender



J PARTS

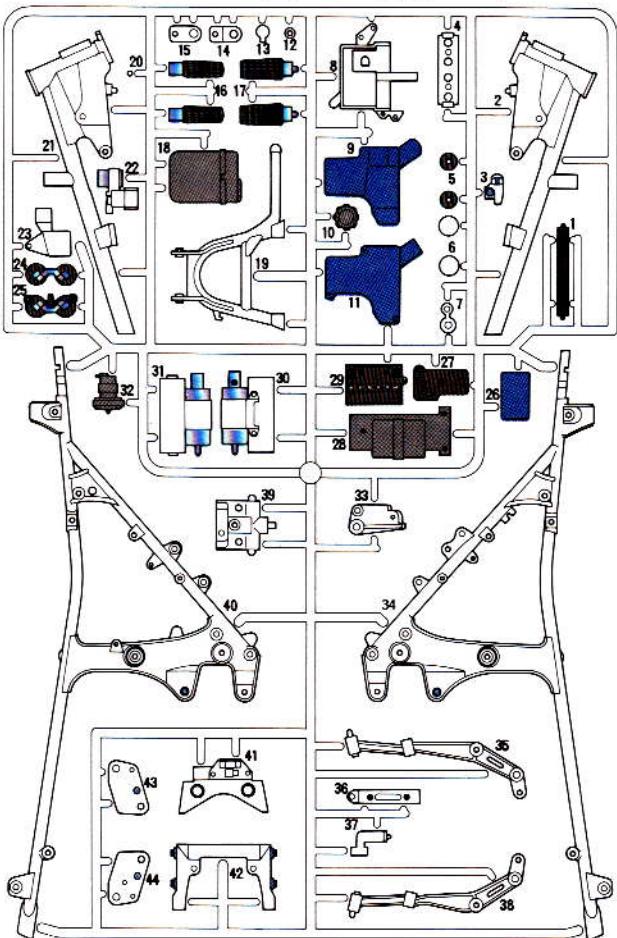
Painted Gold
Chrome Silver (X-11)



E PARTS

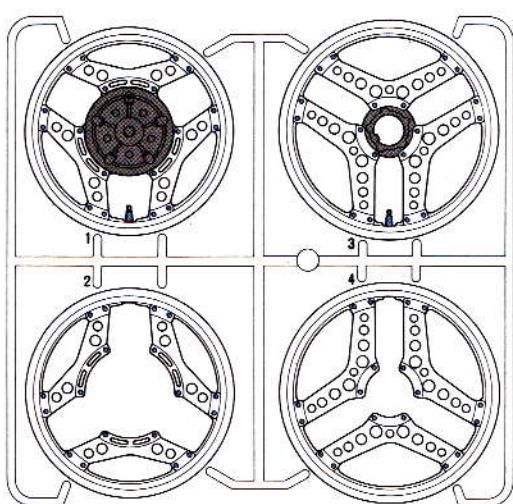
Black (X-1) Semi Gloss Black (X-18) Flat Black (XF-1)

Red (X-7) Chrome Silver (X-11) Flat Aluminum (XF-16) White (X-2)

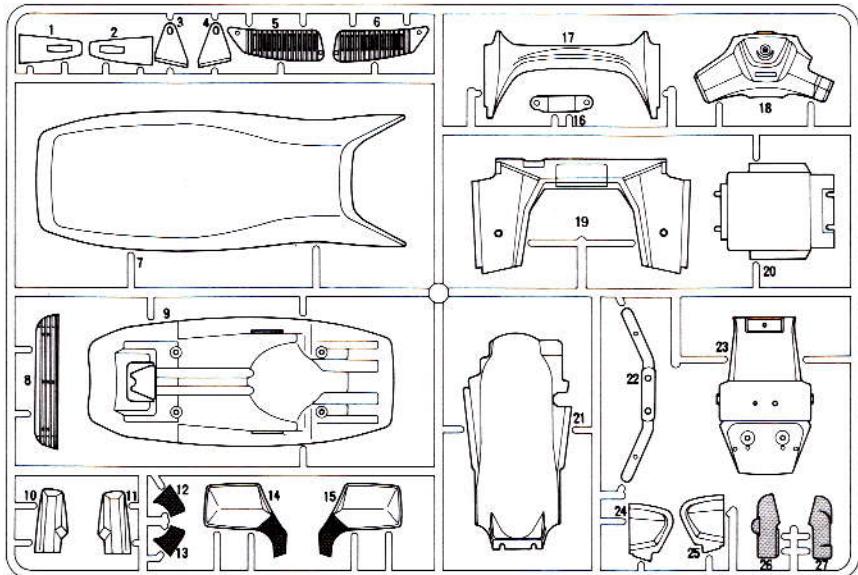


PARTS

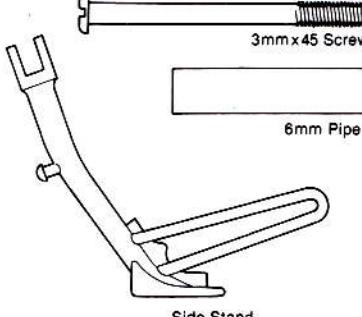
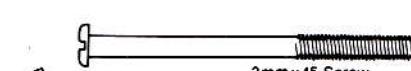
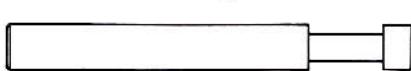
H PARTS



G PARTS



M PARTS



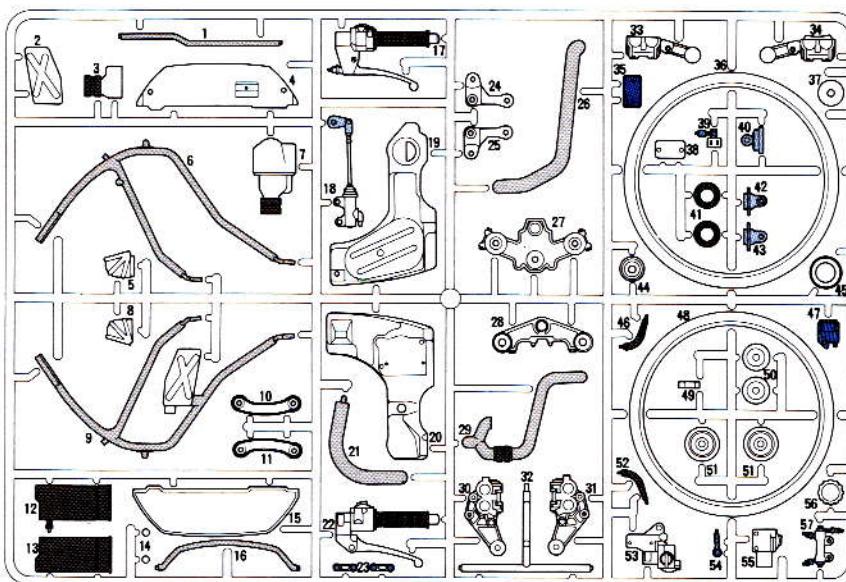
F PARTS

Semi Gloss Black (X-18) Black (X-1) Flat Black (XF-1) Chrome Silver (X-11)

Gold Plated Gold Leaf (X-12)

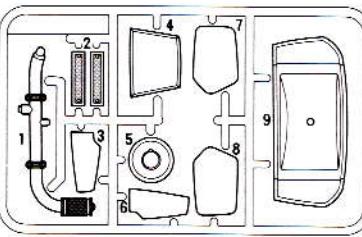
Flat Aluminum (XF-16) White (X-2)

Chrome Silver (X-11)



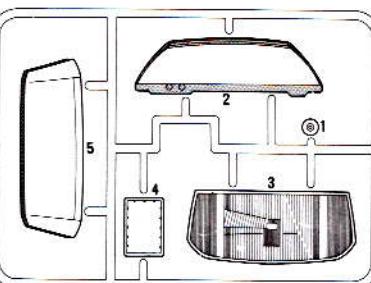
K PARTS

Plated
Semi Gloss Black (X-18)
Flat Black (XF-1)
Red (X-7)



L PARTS (Transparent)

Black (X-1)
Flat Black (XF-1)



Front Tire

Rear Tire

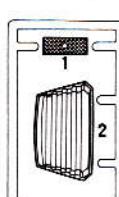
Nylon Mesh

Thin Vinyl Tubing (130cm)

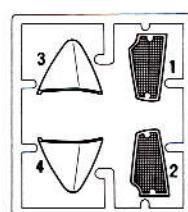
Medium Vinyl Tubing (10cm)

Thick Vinyl Tubing (8cm)

Red Parts



Yellow Parts



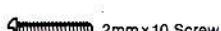
<Screw Bag>

2mm Nut A



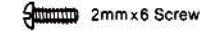
2mmx15 Screw

1.6mmx5 Screw



2mmx10 Screw

2mmx4 Screw



2mmx6 Screw

<Shaft Bag>

3mm x 25 Pipe
3mmx45 Pipe
2mmx41 Threaded Shaft
2mmx52 Threaded Shaft
2mmx54 Threaded Shaft

<Spring Bag>

Spring A

Spring B

Spring C

2mmx28 Screw

Spring A

2mmx8 Screw

2mm Washer

2mm Nut B