

LOTUS 49B FORD F-1



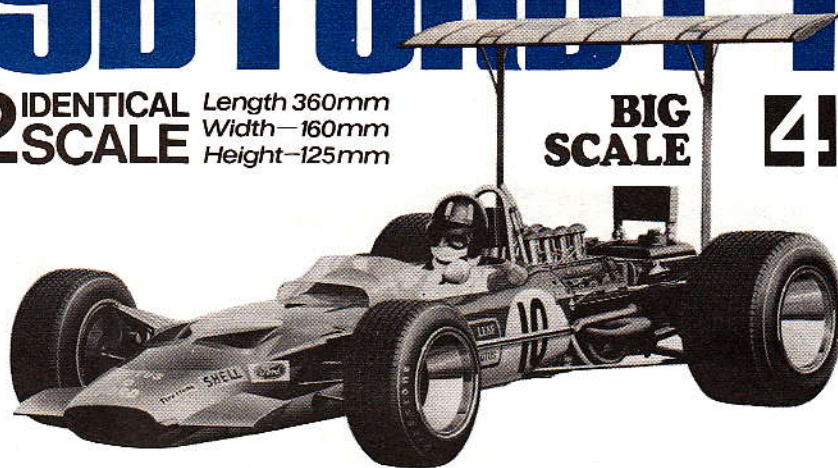
TAMIYA
TAMIYA PLASTIC MODEL CO.

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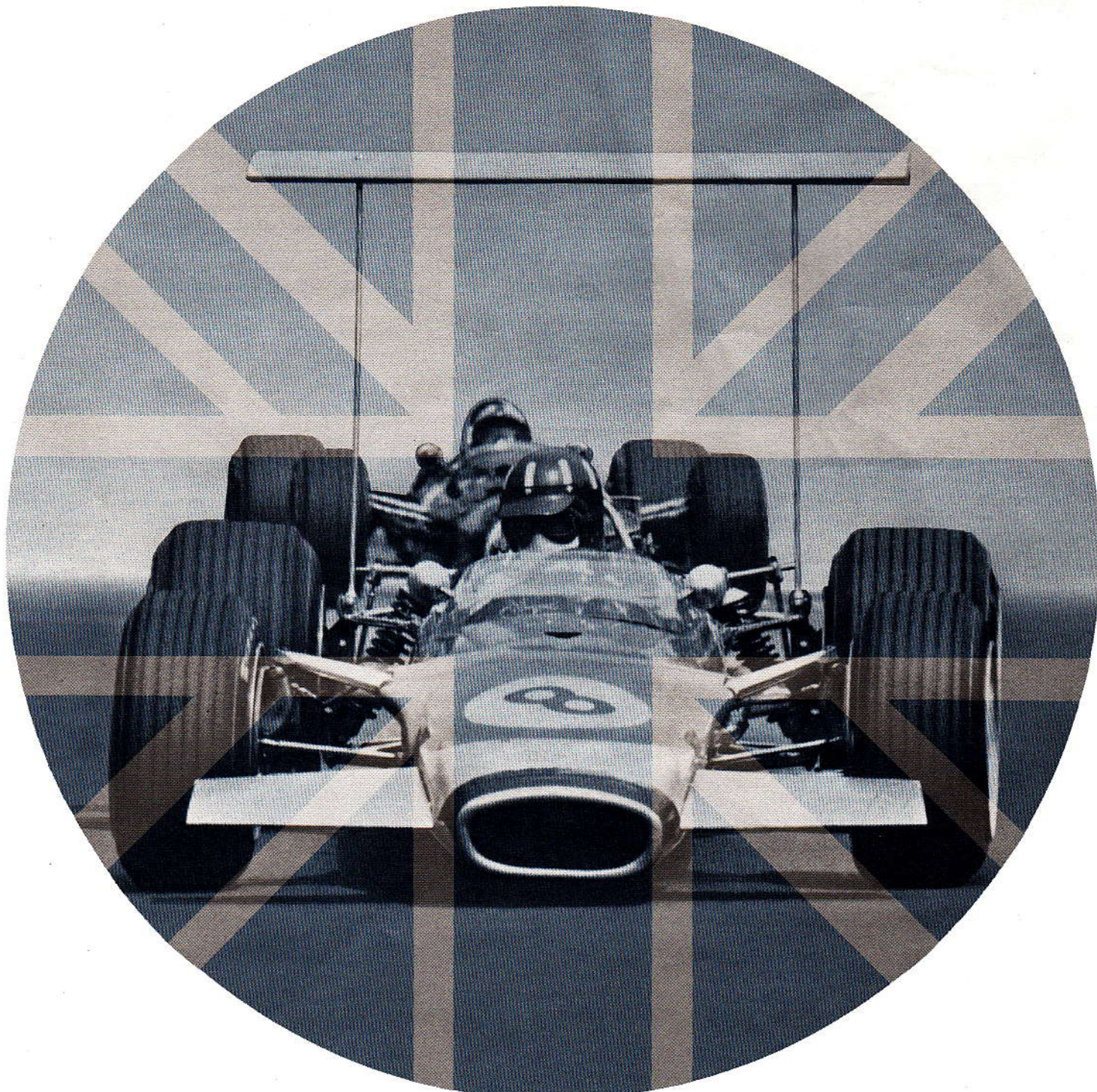
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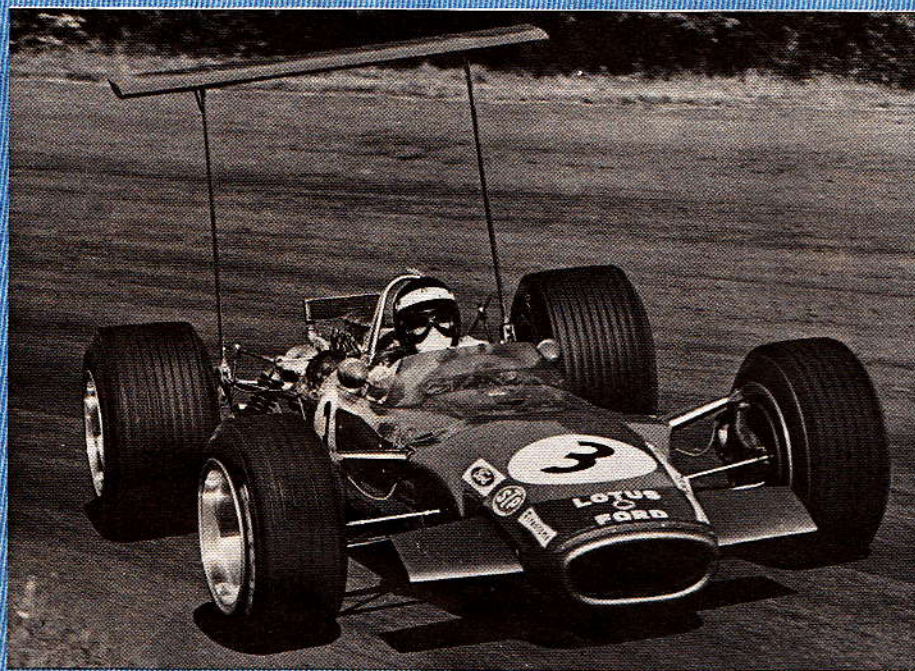
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LOTUS 49B FORD F-1



At the Spanish Grand Prix in 1968 hidden in the Gold Leaf-Team Lotus transporter was one of the strangest looking grand prix cars ever to be designed—the Lotus 49B. Colin Chapman decided that the car should not be raced in Spain, but two weeks later at the Monaco Grand Prix, Graham Hill drove the car to victory in its first race.

This victory, coming two weeks after Hill's victory in Spain, where he drove a Lotus 49, provided a tremendous fillip for the team after two of the World's finest drivers had been tragically killed driving Team Lotus cars.

The 49B uses the same monocoque center section as the Lotus 49, but the nose and tail section differ considerably from the 49's. The tail section of the car is a wedge shape as used by all Lotus single seaters, while the nose has two elevators or 'de-elevators' growing from it. The wedge-shaped tail was found to be necessary when the 49 was seen to be rising to full suspension on fast circuits and it is designed to eliminate this lift at the rear, the elevators are designed to perform a similar function at the front of the car. The elevators have several positions of adjustment, while they were kept horizontal at Monaco where little lift is encountered, at Spa where speeds and therefore lift forces are high, they were angled to destroy this extra lift.

As well as these obvious differences between the 49 and the 49B there are many others. The geometry of both the front and rear suspensions has been altered, as have the pick-up points. The suspension systems remain much the same as the 49's, however, at the front the up-

per and lower wishbones have been angled forwards to enter the body further back in the monocoque. These modifications have improved the handling, steering, stability and braking of the car quite a lot over that of the 49.

The rear suspension mounting points and geometry of the 49 are both altered for the 49B, this has helped to eliminate rear-end bump-steer which was one of the major vices of the Lotus 49.

The running gear of the 49 is also altered for the 49B; new, wider wheels are fitted at the rear, the wheels being the widest ever fitted to a formula 1 car. They measure 15 in. between the rims and give the Firestone tyres an almost convex tread arc. The oil tank and cooler are moved to the rear of the car, above the gearbox, thus offering better weight distribution. A large N.A.C.A. duct is used to draw air into the oil cooler. The mounting of the oil tank and cooler at the rear also helps to prevent frothing in the oil system because, the shorter the distance the oil has to travel, the less chance there is of it frothing. The engine of the 49B differs little from 1967's Cosworth V-8. The only obvious differences are that the engine has been tidied up externally so that it looks much less cluttered, detail changes have also been made to the breathing and throttle slides.

Lotus have forsaken the ZF gearbox used for so long on their formula 1 cars, in its place they have fitted the new Hewland FG400 'box to the 49B. This box is Hewland's Formula 2 gearbox with the crown wheel and pinion from their old Formula 1 'box, the Formula 2 box's selectors have also been

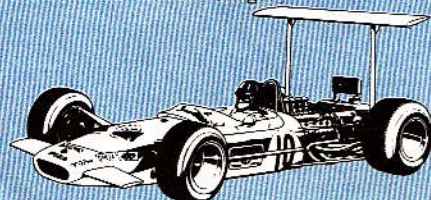
considerably strengthened. While the ZF gearbox was both light and reliable it was not designed for motor racing and the Lotus mechanics had to strip the 'box down before they could change a gear-ratio, with the Hewland gearbox however, the ratios can be changed very quickly thus putting the Team Lotus mechanics on a par with the mechanics of other teams.

New type driveshafts are fitted to the 49B, they are made by Hardy-Spicer and are constructed with ballrace type constant velocity joints, on the same principle as those used by the B.M.C. 1800s.

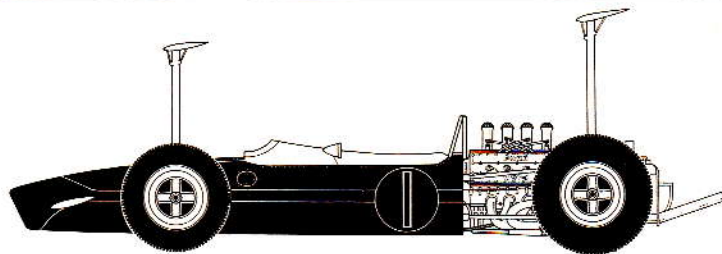
The 49B while not a wholly new design, is very different from the 49 which it replaces. Colin Chapman is now reported to be working on a successor to the 49B which will be a completely new car, indeed it is rumoured that this car will have a revolutionary new type of suspension system.

Chapman is, at the time of writing, the only grand prix car constructor to make full advantage of the F.I.A.'s new (in Europe) regulations concerning advertising. As the name of the entrant as well as 55 square inches of advertising stickers are now allowed on the side of the cars, Colin Chapman, by calling his racing team Gold Leaf-Team Lotus, is able to advertise Players Cigarettes, together with the normal tyre, plug and fuel stickers on the side of his cars; he is therefore gaining twice the advertising revenue of the other Formula 1 teams, good luck to him if he can get a way with it.

The Team Lotus cars have, therefore, since early this year, been painted like a giant Gold Leaf packet. For the benefit of non-smokers, that is with a red body top and white lower body, the red and white are separated by a thin gold stripe which widens over the nose. The 49B carries 'Autolite' and 'Firestone' stickers and just in front of the windscreen is an 'I'm Backing Britain Union Jack. The 'Gold Leaf' lettering on the car's sides is white, while the 'Team Lotus' part of the message is gold. On the nose of the car 'Lotus Ford' is written in white and in between the words is a small 'Lotus' badge.



The Lotus 49B like its predecessor, the 49, began its competition career in a blaze of glory. Graham Hill took the first 49B to be completed, R49B/5, to Monaco, and with it he won his fourth Monaco Grand Prix in six years, the



first driver to win this race four times. Hill dominated this meeting in the style of his late team leader, Jim Clark. He set up the fastest time in the two dry practice sessions, and led the race for all but the first three laps. He won the race at a canter, setting a new race record and only just slower than the late Jim Clark's outright lap record.

Two weeks later, at the Belgian Grand Prix, the 49B's luck which had started good, turned all bad. Only one of the two cars entered, Hill's, turned up for the first practice session, and Graham could only complete four laps before the car was wheeled away with an engine that would not pull over 8,000 r.p.m. The second 49B to be completed, R49B/6, appeared for Jackie Oliver on the second day of practice. On that day, however it did nothing but rain, and even though Oliver managed third fastest time of the day, this was only good for 16th place on the grid, a place lower than Graham Hill's car never ran well in the race, and he retired after six laps, while in 10th place, the car breaking a driveshaft. Jackie Oliver drove a steady race to finish in fifth place, however, his car had stopped on the circuit when Jackie was holding fourth place, with less than two laps to go. Oliver's 49B retired with identical trouble to Hill's, the new-type driveshafts which had worked so well at Monaco, did not seem to be able to cope with the high speeds attained at Spa.

The car's ill-luck continued at Zandvoort, where Jackie Stewart scored the Matra marque's first Grand Prix victory. Graham Hill spun his car in the last 10 laps of the race while lying fourth, and Jack Oliver finished 10 laps behind Stewart after a number of spins and pitstops caused by the wet weather conditions.

After the Dutch Grand Prix the 49B's were drastically modified for the French G.P. which was held two weeks later on the Rouen Circuit. The wedge tail was taken off the car and an airfoil mounted above the rear suspension exerting downward thrust directly on the car suspension. The 'de-elevators' on the nose of the car were extended to a point in the centre of the wheels. Oliver crashed his 49B in practice and was unable to race while Hill retired on the 15th lap with a repetition of the Spa drive shaft failure.

The next Grand Prix on the schedule was the British held at Brands Hatch. The cars had only minor changes since their unsuccessful outing at Rouen. The wings on the cars were mounted five feet from the ground, 12 in. higher than at Rouen, and a lip was fitted across the top of the nose to separate the airflow and kill lift. A third 49B, R49/7 appeared in this race, driven by Jo Sif-

fert, and entered by Rob Walker; the car was painted in the famous blue and white colours of this team. Hill and Oliver completely dominated the practice sessions and gained first and second positions on the grid while Siffert qualified fourth. From the start of the race the three Lotus cars circulated in 1st, 2nd and 3rd places until Hill retired with transmission trouble and Oliver with a broken crankshaft, both retiring while in the lead. This left the race to Siffert who finished in front of Chris Amon and won his first Grand Prix by four seconds.

At Spa and Zandvoort both 49B's carried small spoilers tacked onto the tail. Hill's car carried the numbers nine, one, three, 12 and eight in the five races mentioned above, and Oliver's the numbers two, four, 14 and nine. The numbers are carried in white discs just behind the gold stripes on the nose, and behind the Gold Leaf Team Lotus stickers on the side of the car, the numbers being black. The 49B's windscreen is tinted yellow and the tail spoiler bare metal. It would appear that the Team Lotus G.P. cars are again the fastest competing in Formula 1 racing, as they usually are.

Wings have suddenly become a part of G.P. racing during '68, first appearing on the Ferrari and works Brabhams at the Belgium G.P. For the Dutch G.P., the Matra Ford had aerofoils to attach to the front upper wishbones and for the French G.P., Ferraris, Brabhams, McLa-

rens and the two works Lotus 49 Bs, all sported aerofoils.

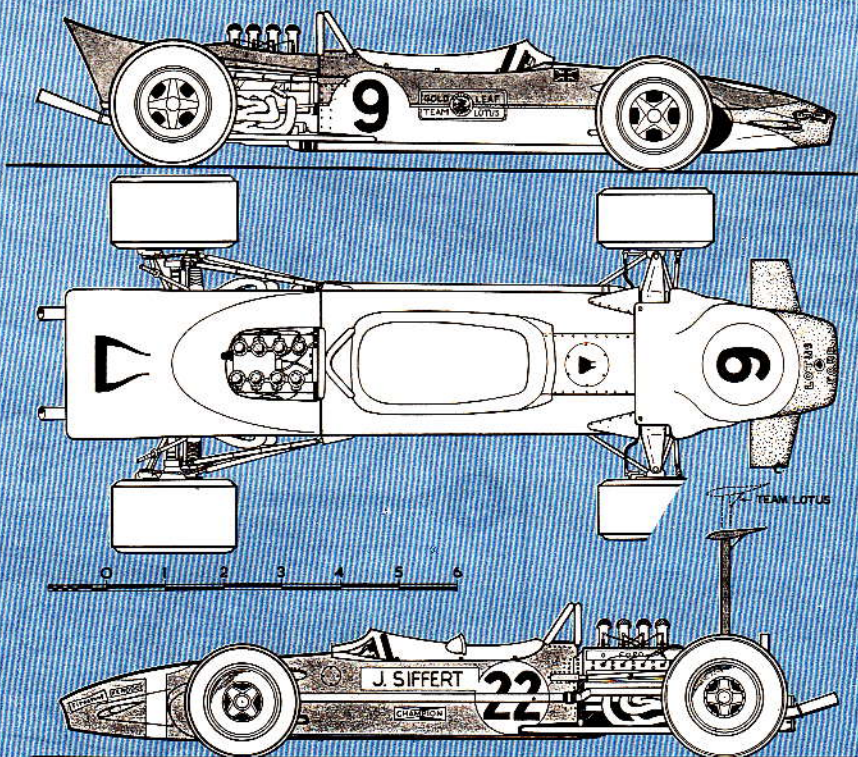
The Lotus wings are the widest and highest of all, each team having its own ideas and each driver claiming that their version improves the handling of their car. The basic idea of the wing at the rear is to create a downthrust over the rear wheels to help transmit the power of the engine down on to the road. Drivers were experiencing wheelspin at high speed as the cars tended to lift up over the airstream and they were also unable to transmit the power during bumpy and adverse conditions.

While the Ferrari, Brabham and McLaren type of wings act directly on to the engine putting the stress on the suspension, the Lotus wing is mounted on to the rear wheel uprights, as were the Chaparral's wings. The Lotus wing produces 400 lbs. downthrust at maximum speed.

The front canard fins counteract the force exerted by the wing and top the nose lifting, with both aerofoils working as they should, the combined pressure tend to push the car down on to the road surface.

The cars drawn are the Monaco-tailed Lotus and a side view of Jo Siffert's British G.P. winning machine which used the low wing and short fins. Graham Hill's French G.P. car used the same set-up, but for the British G.P., Hill had a high wing and wide front fins.

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Please read the following instructions very carefully before assembly.

★ This kit has a very large number of parts, almost 180. Please read and study the diagrams very carefully before starting work.
★ Assemble all the parts in their respective numbers.
★ You will need the following tools for the construction of this kit; a candle, a small screw driver, tweezers, knife, cello tape and a rule.
★ Remove each part of the twig before you assemble the various parts.
★ In the diagrams the sections which have to be fixed either with adhesives or by warming are coloured blue. Always be certain that you apply the correct adhesive to the correct sections.

Fig. 1 — Assembling Cockpit
Cement B 8, C 36, B 11 and E 11 to cockpit B 15.

(Paints Required)
Tamiya Spray Paints

Italian red.....TS- 8
Gold.....TS-21
Pure white.....TS-26
Blue.....TS-15

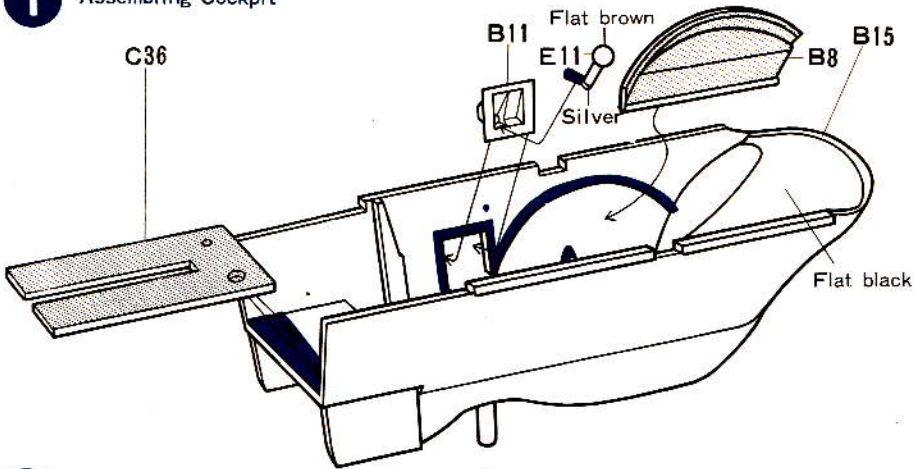
Tamiya Bottle Paints

Black.....X- 1
White.....X- 2
Blue.....X- 4
Chrome silver.....X-11
Gold leaf.....X-12
Flat black.....XF- 1
Flat white.....XF- 2
Flat red.....XF- 7
Flat brown.....XF-10
Metallic grey.....XF-56

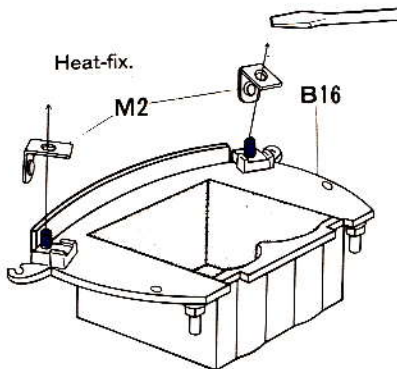
Fig. 3 — Assembling the Body
Apply cement to fix A 1 and A 2 together, holding B 1 and B 10 in place.

Fig. 4 — Front Arm Installation
Insert front arms D 42 and D 40 into A 1 and A 2 respectively and fix them. Then cement front bulkhead B 16 to the body.

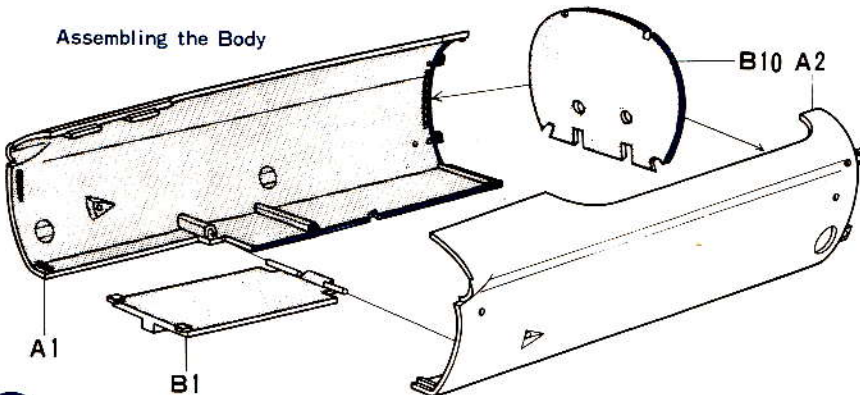
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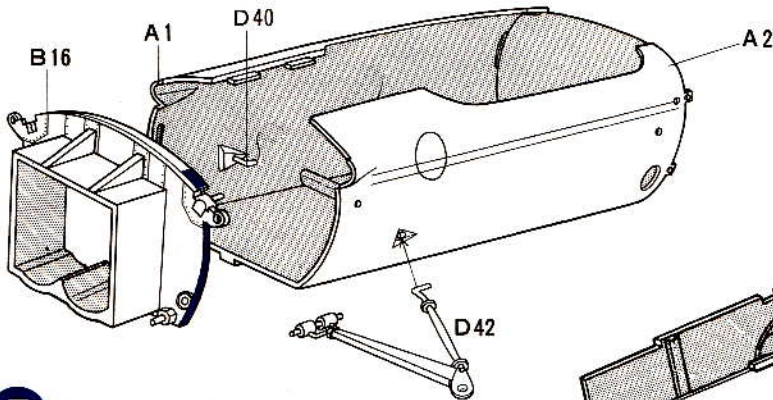
2 Cowling Mount Installation



Assembling the Body



4 Front Arm Installation



5 Cockpit Installation

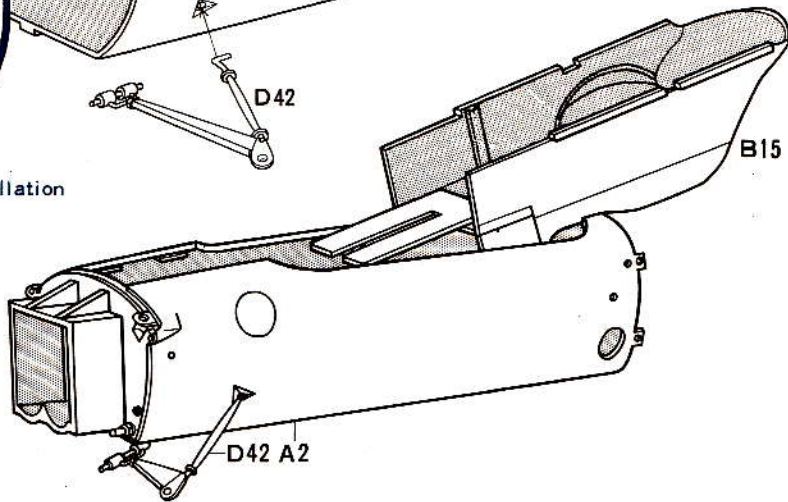


Fig. 6—Rack Installation
Fit B 17 and D 45 into bulkhead B3.

Fig. 7—Pinion gear and Steering column shaft assembly.
Pass the pinion gear shaft M1 through B3 and tap onto E3 lightly.

Fig. 8—Assembling Bulkhead Parts
Attach D25 onto the pre-assembled D45 and opposite end onto D38. Fix D21 onto each D11 and D10, and fix D38 onto D11 and D10.

Fig. 9—Bulkhead Installation
Cement the pre-assembled B 3 to the body. At this stage, do not mount front arms D 42 and D40 onto B 3 and B 16.

Driver
Assemble driver as shown.
Paint before placing in car. Paint goggles in black and lens in blue or silver. Place 'Firestone' decal on the back of the driver. Soak decal in water and remove from backing sheet, then apply to the helmet.

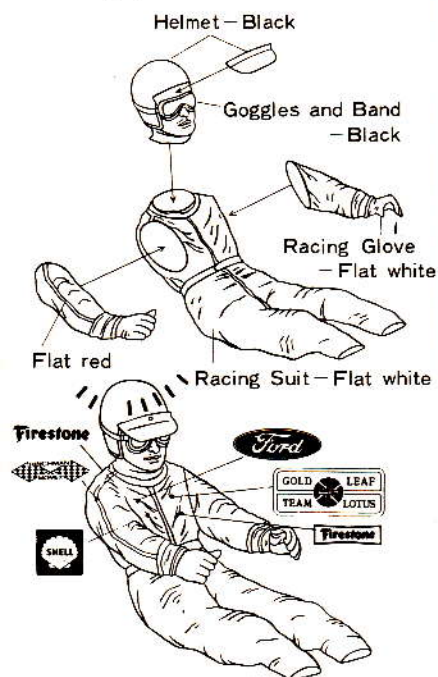
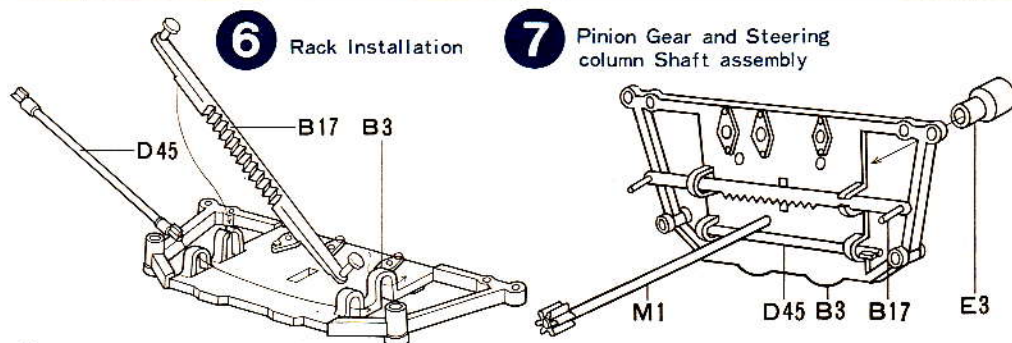
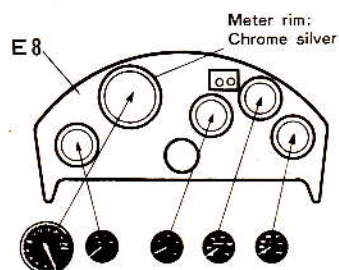
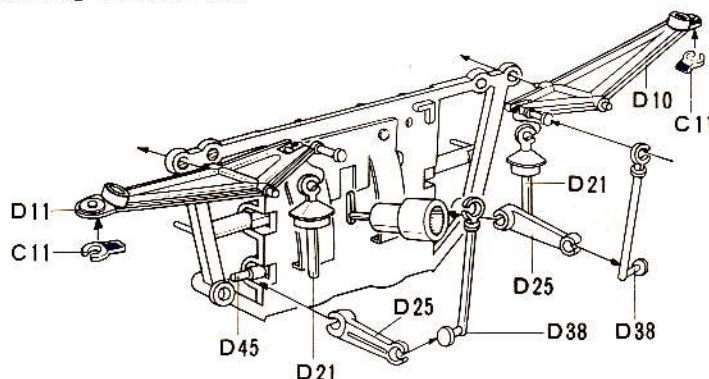


Fig. 10—Driver Dummy Installation
Pass steering wheel E20 thru E8 with driver holding E20. Then cement E8 to body and E20 to E3 as shown. Now, check if M1 engages with B17 properly by turning steering wheel E20. Lastly, cement A5 & A6.

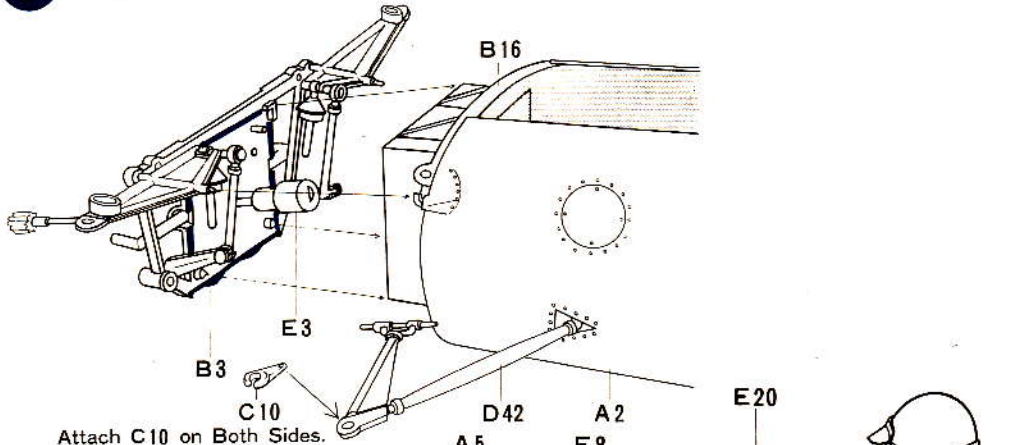
★Apply stickers on the Dashboard.



8 Assembling Bulkhead Parts



9 Bulkhead Installation



10 Driver Dummy Installation

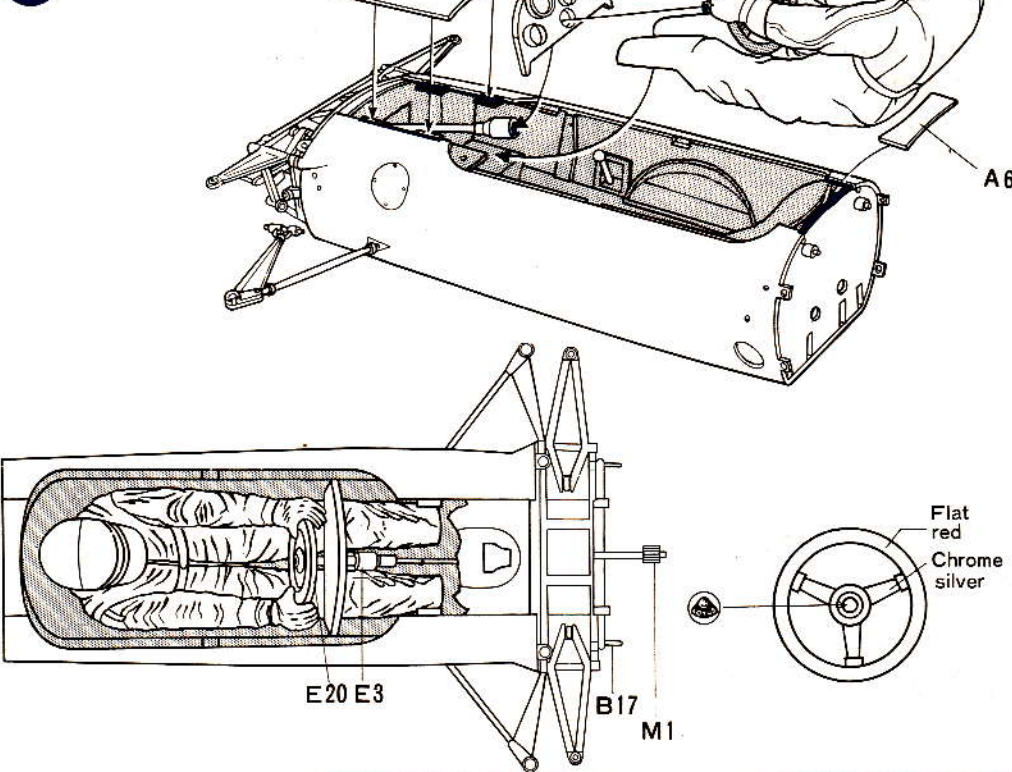


Fig. 11—Assembling Windshield
Cement windshield A8 to body and
A9 to upper body. Attach rear view
mirror D5 and D15 and roll bars D30
and D31 to A9.

Fig. 12—Oil Damper Installation
Cement E30 to oil damper E28.

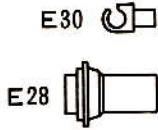


Fig. 13—Coil Spring Installation
Fit E30 onto front arm D40, M4
onto E28, and D21 onto E28.



Fig. 14—Coil Spring Installation
(cont'd)
Fit D40 onto B16 and B3 by keep-
ing bulkhead B3 open as illustrated.

Fig. 15—Oil Tank Installation
Fix master cylinder G9 and G8
onto bulkhead B3. Cement caps D
34 and D32, also oil tanks G7 with
D33 and C8. Then fix them onto B3.
Cement radiator arms D27 and D26
onto B3.

Fig. 16—Assembling radiator
Cut 4 rubber tubes to the lengths
specified. Cement E4 to E5 and
attach the rubber tubes to E5.

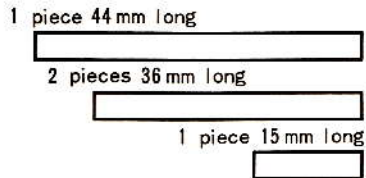
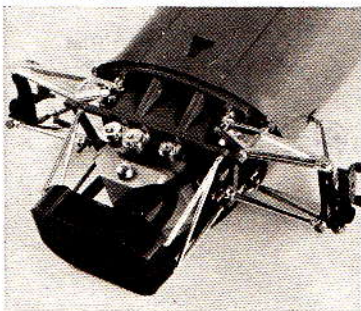
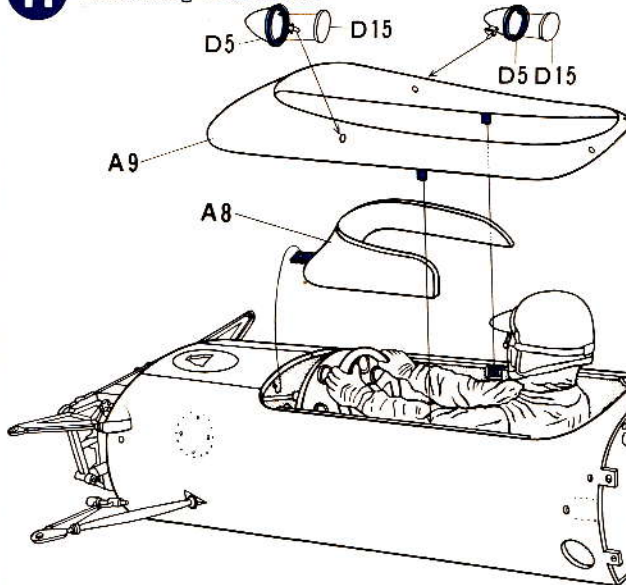


Fig. 17—Radiator Installation
Connect the rubber tubes from ra-
diator as illustrated

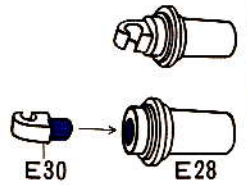
Completed Photo (Front)



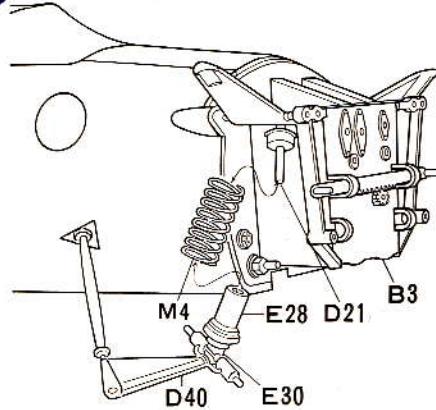
11 Assembling Wind Shield



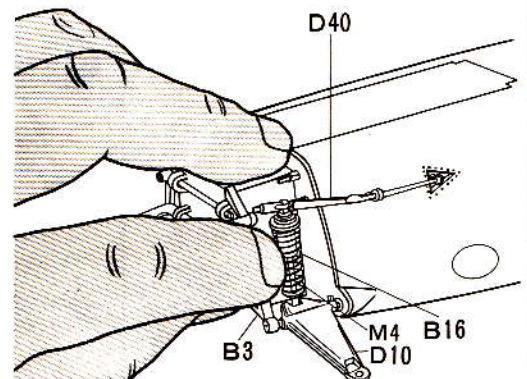
12 Oil Damper Installation



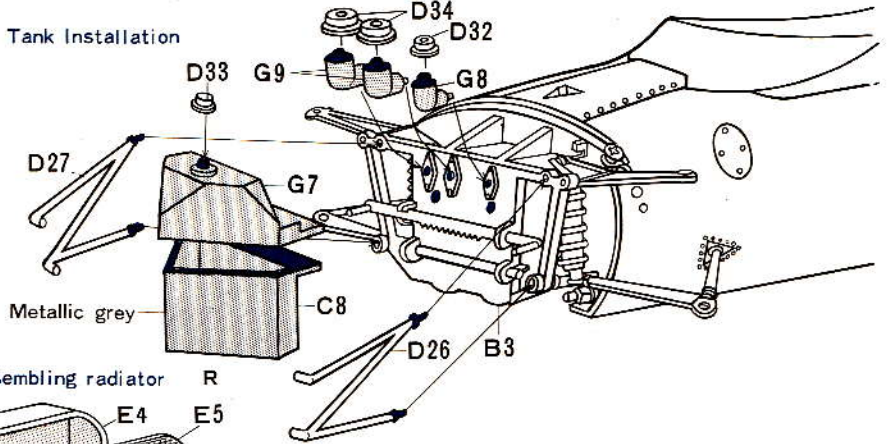
13 Coil Spring Installation



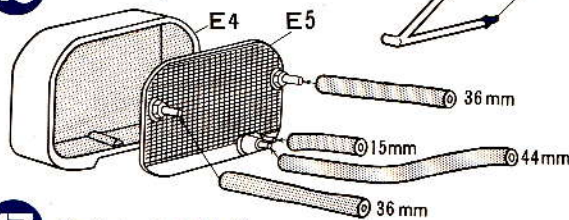
14 Coil Spring Installation



15 Oil Tank Installation



16 Assembling radiator



17 Radiator Installation

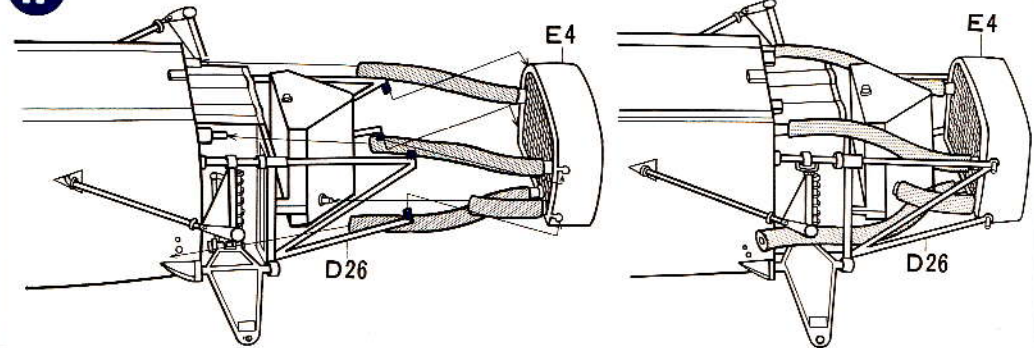


Fig. 18—Assembling Engine Block
Assemble engine parts C3, C4, C5,
C23, and C37.

18 Assembling Engine Block

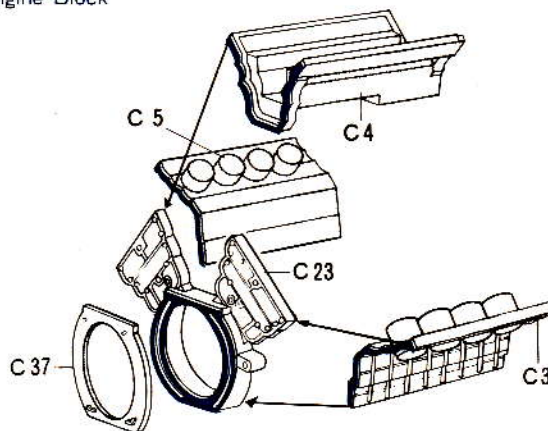


Fig. 19—Assembling Engine Block
Fix E1, E2, C24, and C27 to Engine
block.

19 Assembling Engine Block (Cont'd)

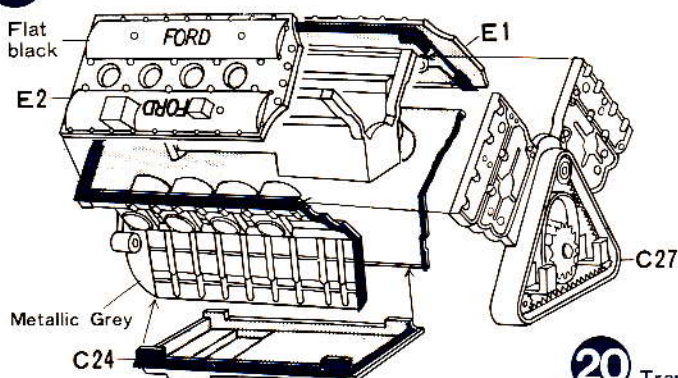
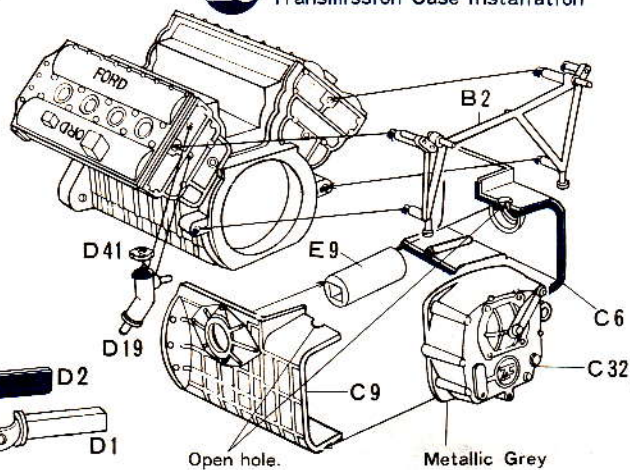


Fig. 20—Transmission Case Instal-
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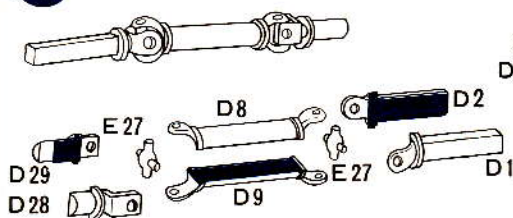
Apply cement to fix D19 onto engine
block. Then cement D41 to D19.
Cement B2 to Engine Block. Fix C6
and C9 onto engine block, placing E9
in between. Then cement C32 onto
the end.

20 Transmission Case Installation



21 Half Shaft Installation

Fig. 21—Half Shaft Installation
Apply cement to fix D8 and D9 by
aligning E27 positioned as illust-
rated. Be careful not to get cement
on E27. Cement D1 and D2, D28
and D29 respectively by aligning
E27 between them.



22 Installing Engine Parts

Fig. 22—Installing Engine Parts
Cement E25, E24, and C20 to igni-
tion mounting board E21. Then ce-
ment the completed E21 to trans-
mission case. Now place water pump
C15 where C18 and C16 are mount-
ed already and cement this unit
and the starter motor C19 to the
engine.
Place the Lucas decal onto the C
20 and E24.

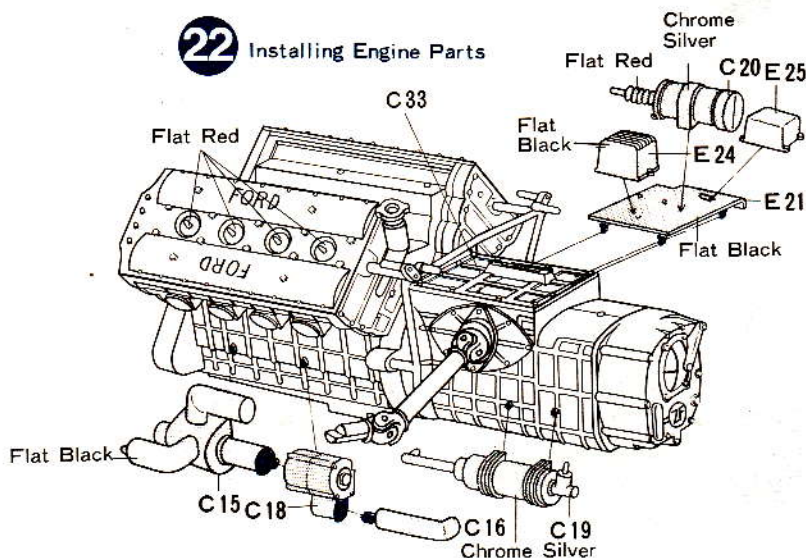


Fig. 23—Installing Engine Parts
(cont'd)

Cement C 16, C 17, C 14, and shiftrod D 46 to the right side of engine.

Fig. 24—Assembly of Fuel Injection Pump and Distributor

Cut clear tubes and black tubes to the length specified. Fit the clear tubes into C 25 before you cement C 26, E 6, C 30, and E 26. Be sure to follow the illustration for putting the black tubes through E 26.

Fig. 25 Reservoir Tank Installation
Cement the pre-assembled fuel injection pump unit and distributor to the engine.

Cut rubber tube to the illustrated length and fix it through D 19.

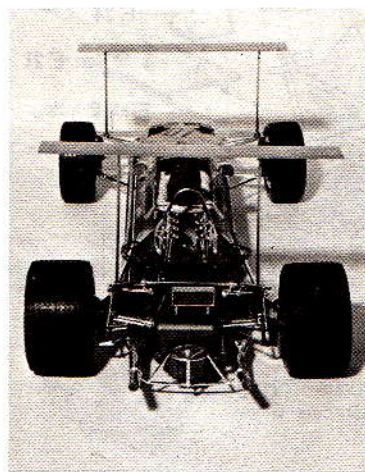
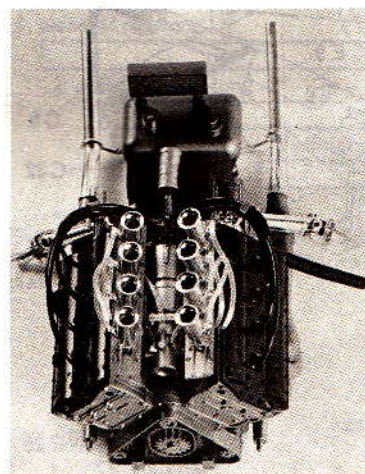
35 mm

32 mm

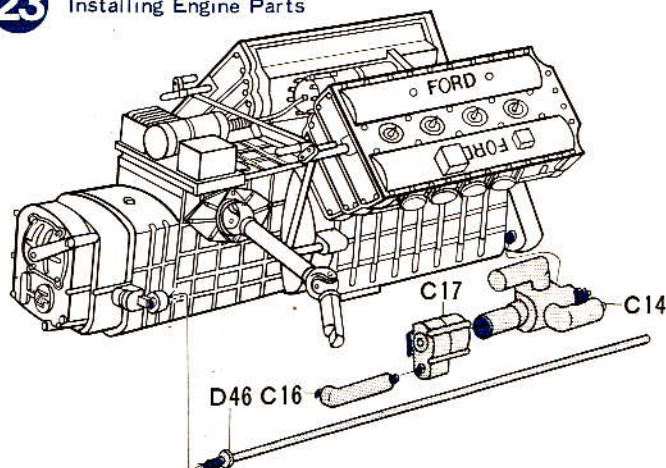
Fig. 26 Throttle Plate Installation
Cement the throttle plates C 21 and 22 to the engine by aligning the clear tubes positioned as illustrated. Cement D 43 and D 44 to C 21 and C 22 as shown. Then cement the air intake D 13.

Fig. 27 Wiring

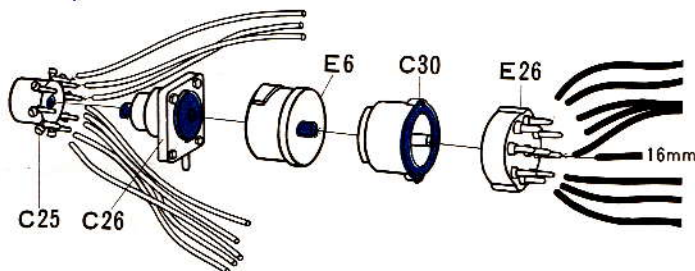
Study the diagram to insert clear tubes and black tubes in correct way.



23 Installing Engine Parts



24 Assembly of Fuel Injection Pump and Distributor

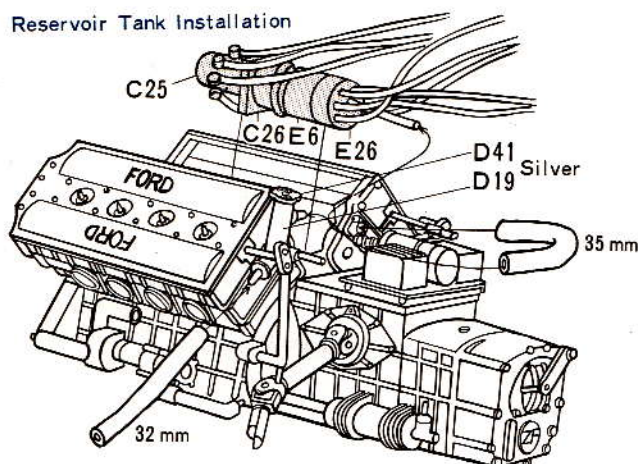


70 mm long Black tube 8 pieces

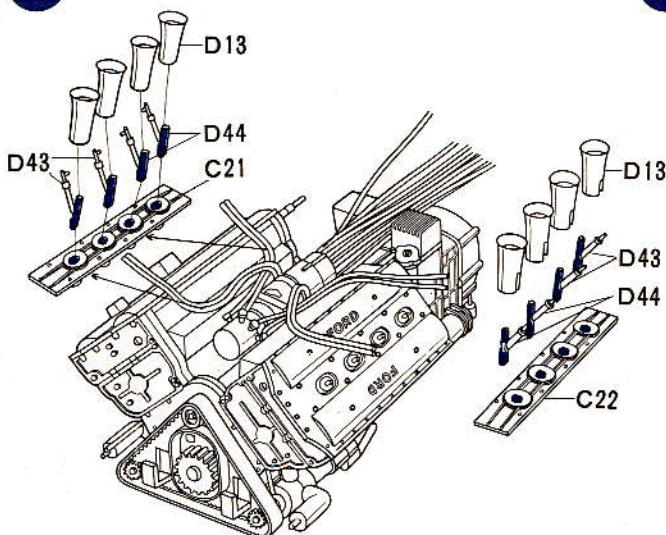
16mm long Black tube 1 piece

60 mm long Clear tube 8 pieces

25 Reservoir Tank Installation



26 Throttle Plate Installation



27 Wiring

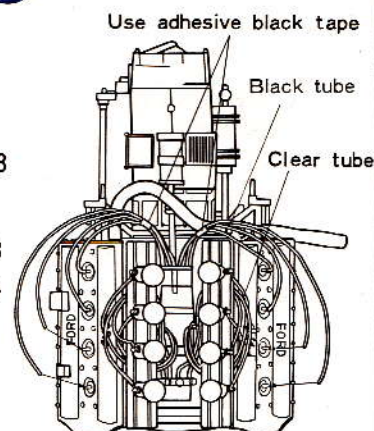


Fig. 28—Exhaust Pipe Installation
Cement the exhaust pipes F 1, F 2, F 3, and F 4 to the right side of engine.

Fig. 29—Exhaust Pipe Installation (cont'd)

Cement the exhaust pipes F 5, F 6, F 3, and F 4 to the left side of engine.

Fig. 30—Exhaust Pipe Arm Installation

Fix the right and left exhaust pipes through the exhaust pipe arm D 12 and cement together.

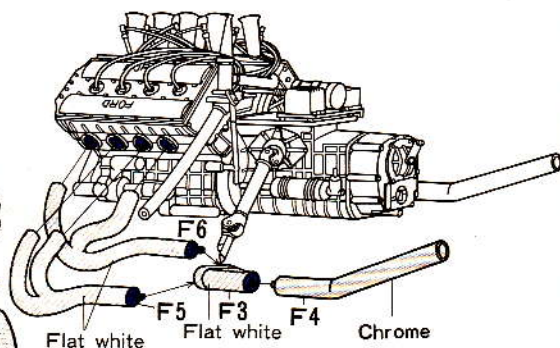
Fig. 31—Mounting Engine on the Body

Mount the engine on the body by fitting 10 millimeter long rubber tubes at the ends of C 15 and C 14. Make sure that the rubber tubes and the end of D 46 pass through the holes in the body before you cement the engine to the body.

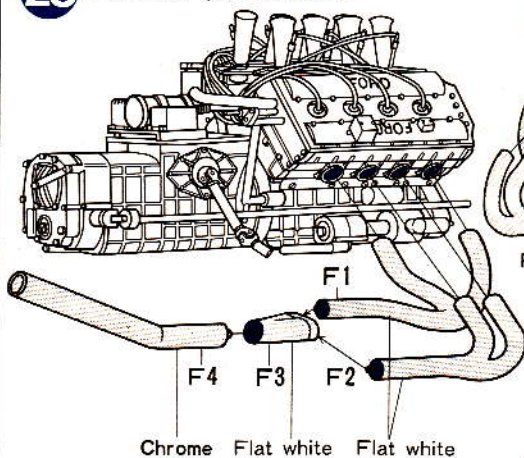
Cut two pieces rubber tube to the illustrated length

10 mm 

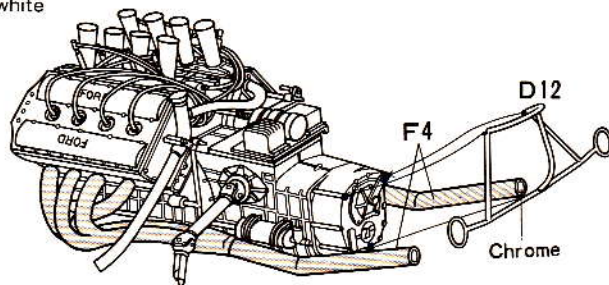
29 Exhaust Pipe Installation



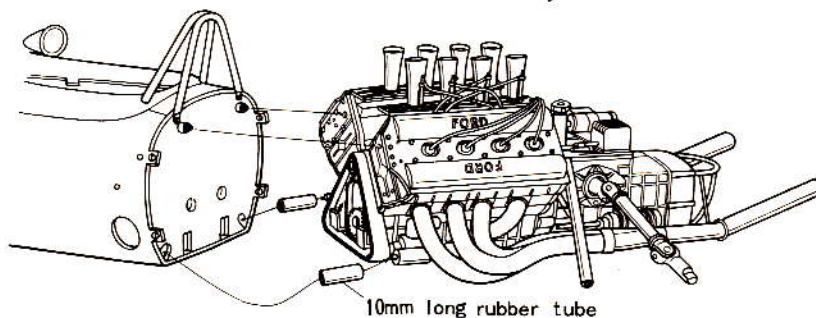
28 Exhaust Pipe Installation



30 Exhaust Pipe Arm Installation



31 Mounting Engine on the Body



32 Water Pipe Cooler Installation

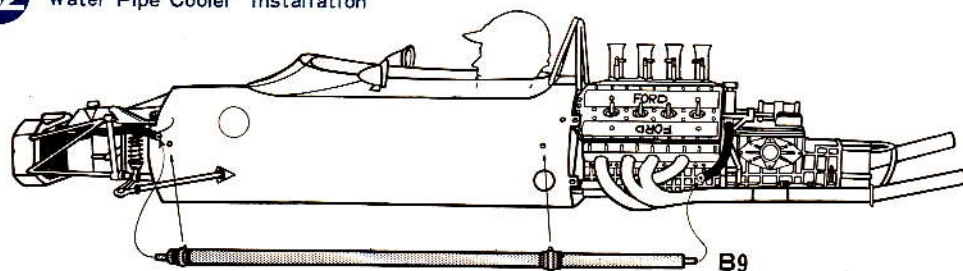


Fig. 32—Water pipe cooler Installation

Cement the water pipe B 9 to the body and fix rubber tubes on both ends

Fig. 33—Assembling the Rear Upright

Put D17 between E18 and E17, and cement E17 to E18. Be careful not to smear D17 with cement. Next put D35 in E18 and cement E7 to E18. Fit in completed E29 and E31 through D35. After passing D39 through D35, cement C1 to D35. Assemble Right Upright in the same way.

33

Assembling the Rear Upright

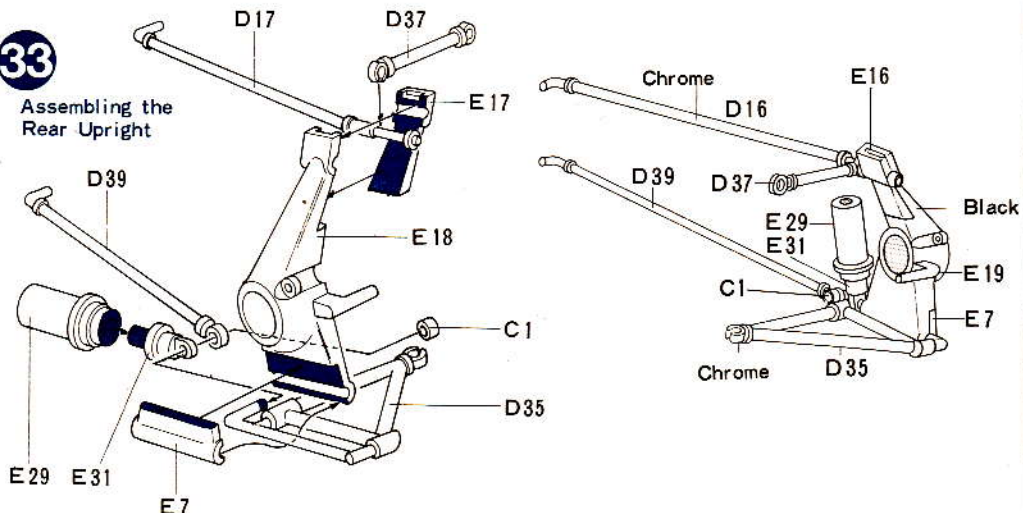


Fig. 34—Oil Tank Assembly

Assemble Oil Tank by cementing G10 and G11 together. Also fix Oil Cooler G6 to G11.



Fig. 35—Rear Upright Installation

Put D35 in B2, while insert Half Shaft into E19. Put M5 in E29 and insert D22 into them. Fix D16 and D39 to Body and cement B4 and B6 to Body. Fit D22 in B2, and cement C2 to B2.

Fig. 36—Assembling the Stabilizer Rod

Pass D24 through D23 and heat fix. Fix D23 to the protrusion from E19 and heat fix again. Then insert the tip of D20 into D24. Cement C29 to E18 and E19.

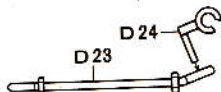


Fig. 39—Assembling the Front Upright

Fix Brake Caliper C28 to Front Uprights E22 and E23. And fit D18 in them as well.

Position of Disc Caliper

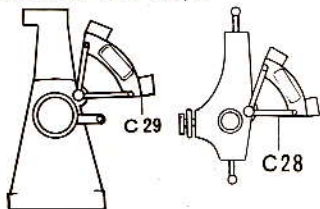


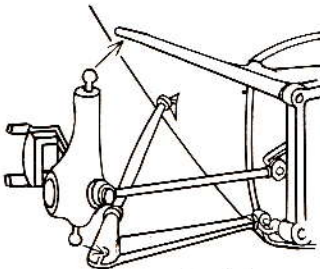
Fig. 38—Disc Caliper Installation

Fit the top of E23(22) into the tips of D11(10) and D42(40).

Fig. 39—Front Upright Installation

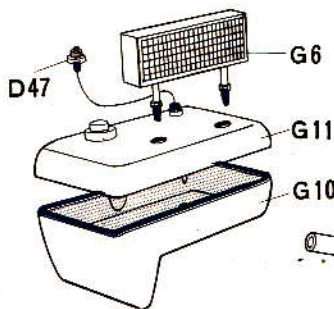
Cut Two pieces Black tubing to the lengths specified. Fit these Black tubes into C28 and Body.

40 mm

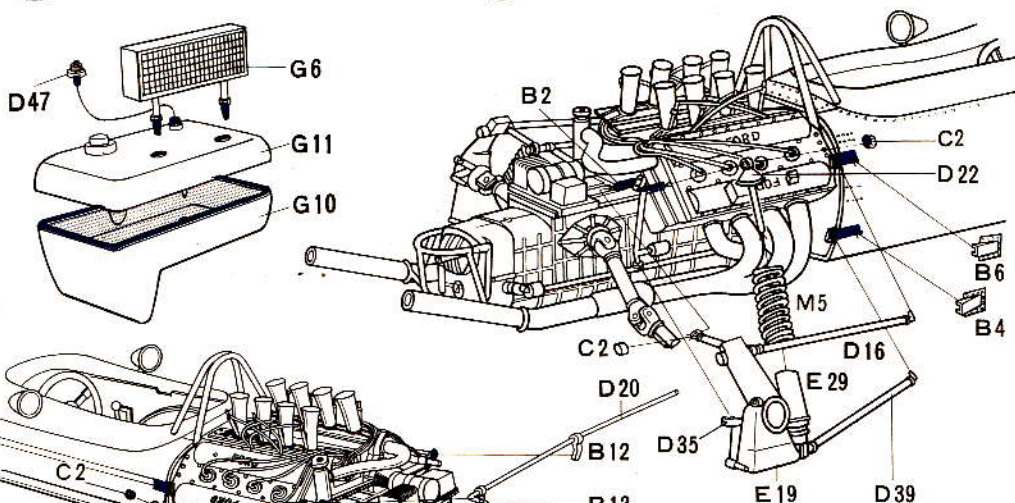


Apply the Decal to Radiator.

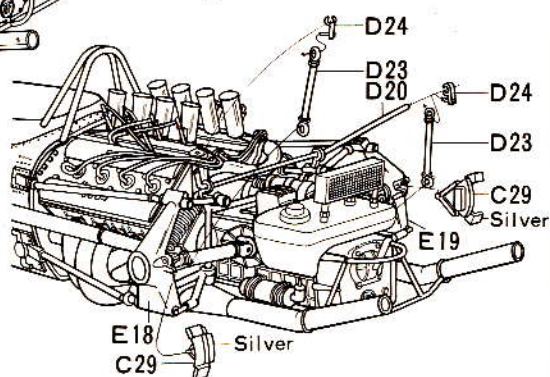
34 Oil Tank Assembly



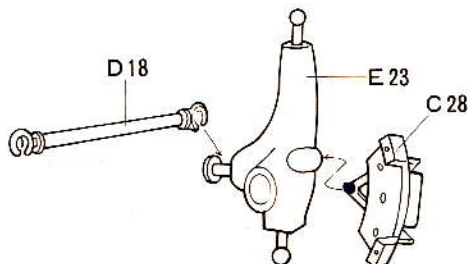
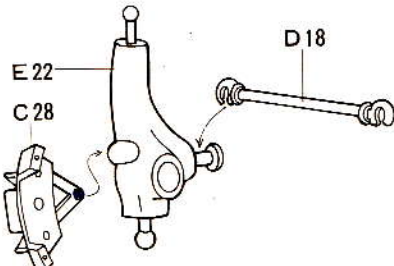
35 Rear Upright Installation



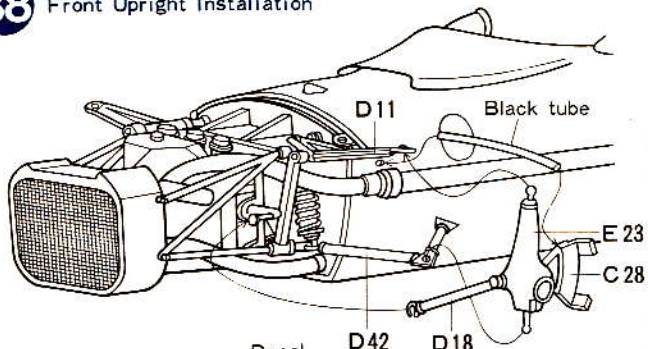
36 Assembling the Stabilizer Rod



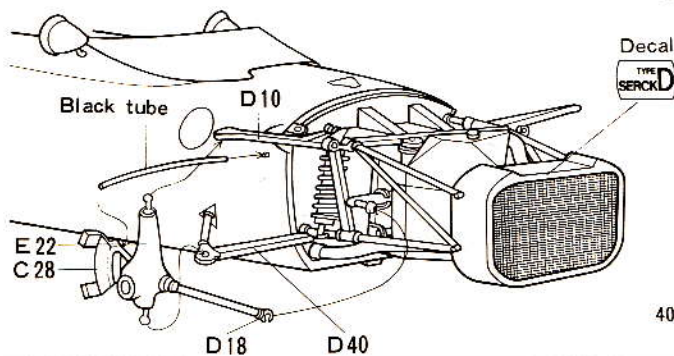
37 Assembling the Front Upright



38 Front Upright Installation



39 Front Upright Installation



40 mm

Fig. 40—Assembling the Nose Cowling

Cement G5 to nose cowling A7. Cement A3 to A4 from the inside. Then fix A7 to the body by using M3.

Fig. 41—Front and Rear Aerofoil Assembly

Cement rear Aerofoil G3 to G1 and front aerofoil G4 to G2. Rear aerofoil support G1 should be shortened at the point as shown by arrow.



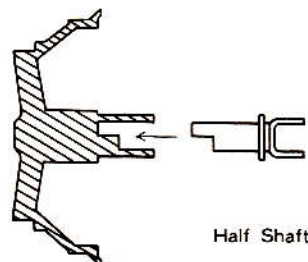
Fig. 42—Assembling the wheels

Assemble front wheels by cementing F9 to F10, and rear wheels by cementing F7 to F8. After cementing E15 to the front brake disc E13, fix it to F9.

Similarly cement E15 to E14 and fix it to F7. Be sure that cement has been well dried before you fit the front tyres and rear tyres on the wheels.

Fig. 43—Rear Wheel and Rear aerofoil Installation

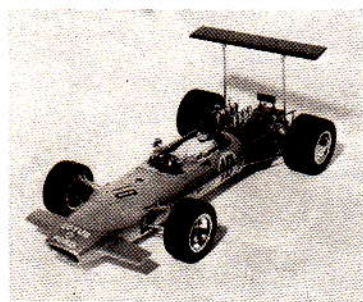
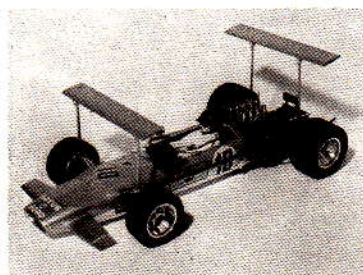
Insert and cement rear wheel into the half shaft coming from the rear upright E18. Make adjustments as shown. Then cement rear aerofoil to the rear upright E18.



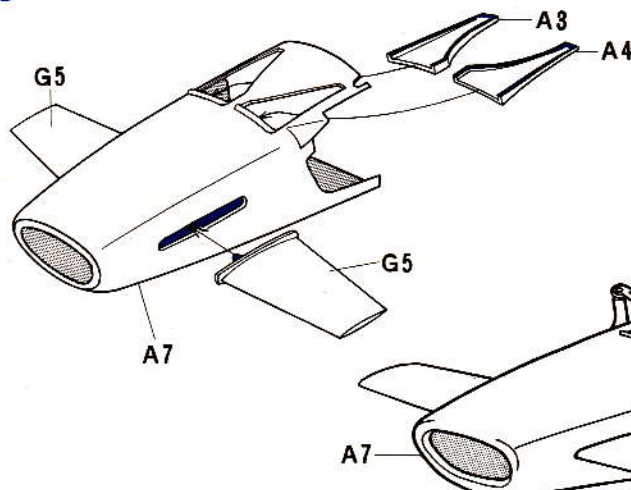
Rear Wheel

Fig. 44—Front Wheel and Front aerofoil Installation

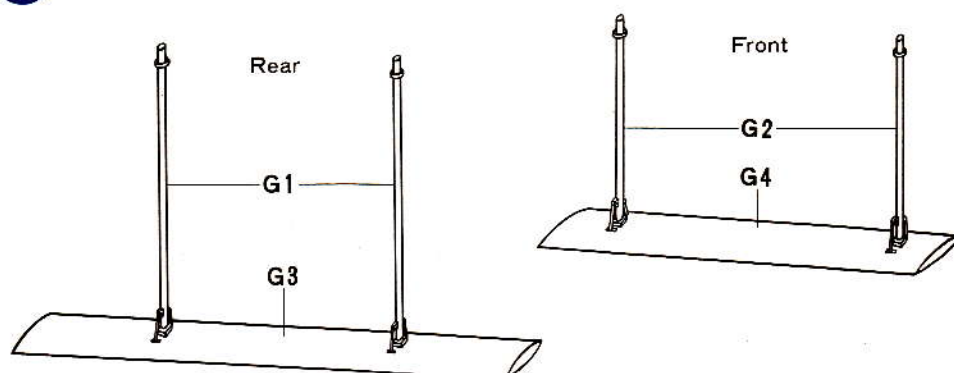
Fix assembled front wheels as per Fig. 46 to upright E22 using C13. Then cement front aerofoil to front upright.



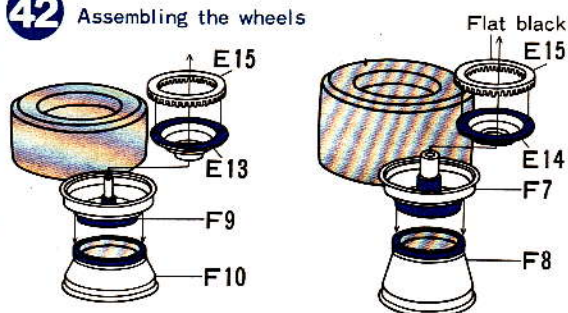
40 Assembling the Nose Cowling



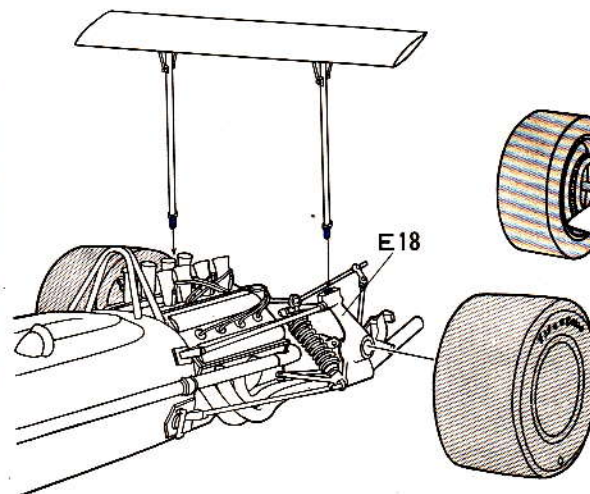
41 Front and Rear Aerofoil assembly



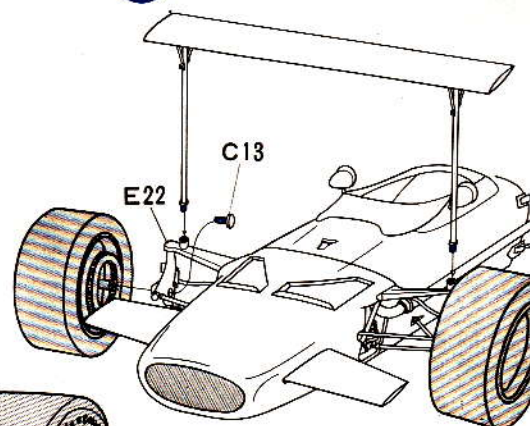
42 Assembling the wheels



43 Rear Aerofoil Installation



44 Front Aerofoil Installation



PAINTING

APPLYING DECALS

Instructions for painting and the use of the decals and stickers supplied with this kit are shown on this page. Certain paint and decal work will have been described already during the assembly of the kit. This stage of construction of your kit is most important to obtain a really realistic model.

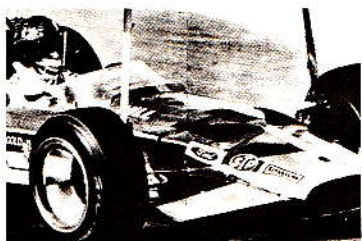
Only use paints made for application to plastic. Decals and stickers must not be applied until paint is dry. Small parts should be pre-painted while still on the twig.

Since Players, the manufacturer of Gold Leaf cigarettes, started sponsoring Team Lotus in May 1968, the colours of the Lotus 49 have become very bright. Three colours are used as shown on the illustration, Red, Gold and White.

The lines running along the body are slightly below the pipe. The centre of the pipe and the upper edge of the line should be in the same place. For detailed paintwork on the engine, refer to the assembly instructions.

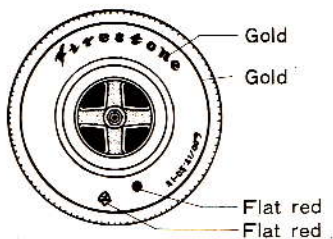
The exterior of the oil cooler should be silver, the interior black. The steering wheel rim and seat should be painted mat black. The front part from the connecting line of the muffler should be steel gray or black and the rear part should be chrome colour.

In the South African Grand Prix the aerofoils and the racing number '1' were painted red. In the Mexican Grand Prix the colour was blue (the same shade as that used in the Union Jack) and the racing number was '10'.

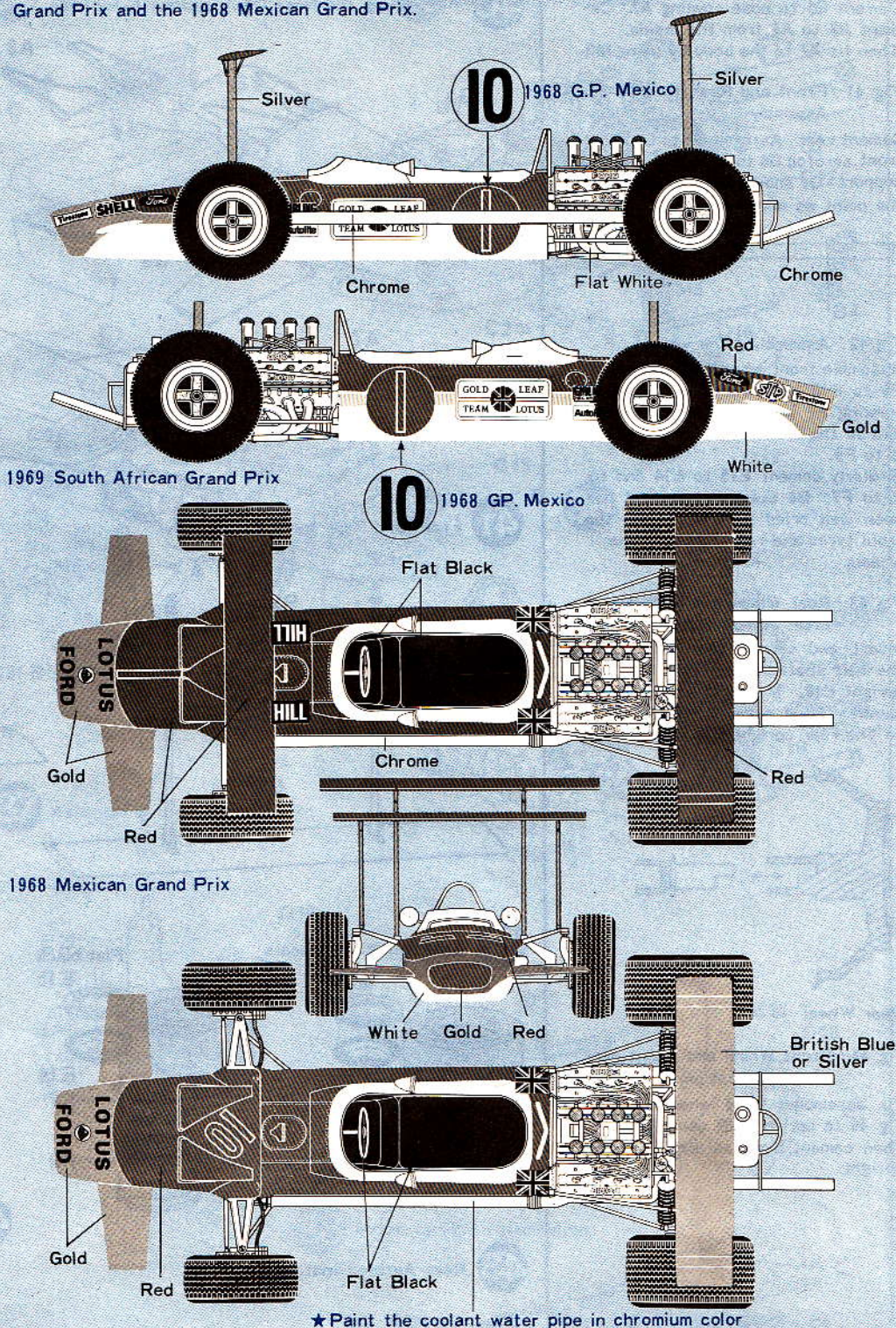


Painting the Tyre

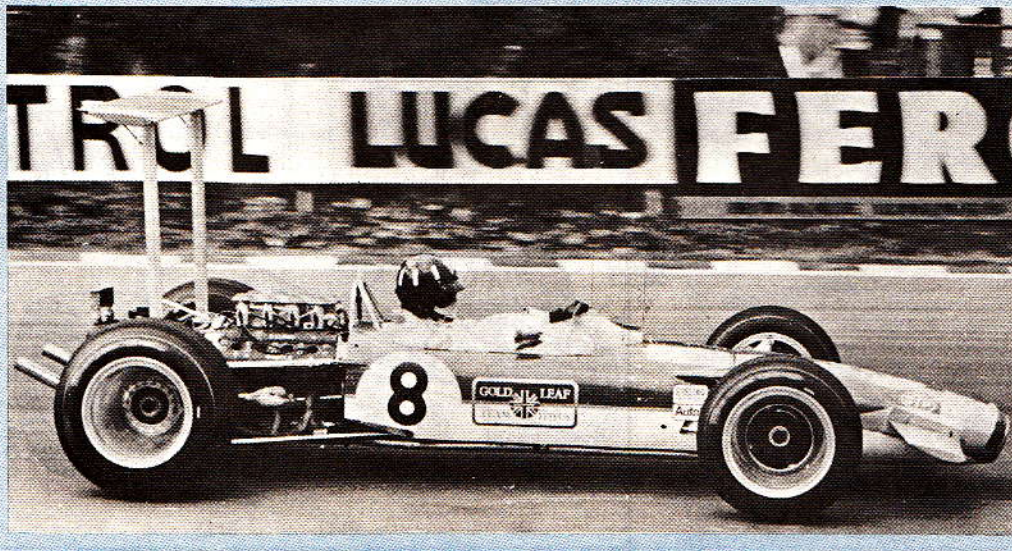
Paint lettering in Gold on the tyres, as indicated. This will greatly enhance the look of the finished model.



★ Paintwork for Lotus 49B as it appeared in the 1969 South African Grand Prix and the 1968 Mexican Grand Prix.



★ Paint the coolant water pipe in chromium color



PARTS

A PARTS

1. Right Body
2. Left Body
3. Air Outlet (left)
4. Air Outlet (right)
5. Upper Cassis Panel (A)
6. Upper Chassis Panel (B)
7. Cowling
8. Wind Shield (A)
9. Wind Shield (B)

C PARTS

1. Cap A
2. Cap B
3. Crank Case (right)
4. Upper Crank Case
5. Crank Case (left)
6. Transmission (right)
7. Upper Oil Tank
8. Lower Oil Tank
9. Transmission (left)
10. Lower Journal Stopper
11. Upper Journal Stopper
13. Cap for Front Wheel
14. Water Pump (right)
15. Water Pump (left)
16. Oil Pipe
17. Oil Scavenge Pump (right)
18. Oil Scavenge Pump (left)
19. Starter Motor
20. Ignition Coil
21. Throttle Plate (right)
22. Throttle Plate (left)
23. Crank Case (rear) A
24. Oilpan
25. Fuel Injection Pump (A)
26. Fuel Injection Pump (B)
27. Crank Case (front)
28. Disc Brake Caliper (front)
29. Disc Brake Caliper (rear)
30. Distributor B
31. Fuel Filter
32. Transmission Case (rear)
33. Upper Transmission Case
34. Master Cylinder A
35. Master Cylinder B
36. Battery Holder
37. Crank Case (rear) B

F PARTS

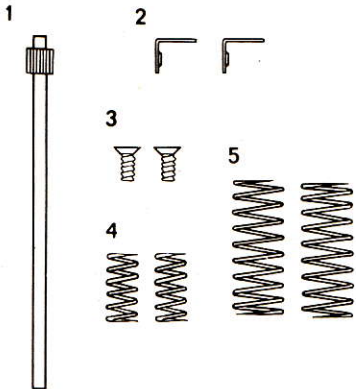
1. Exhaust Pipe A(right)
2. Exhaust Pipe B(right)
3. Exhaust Pipe C
4. Exhaust Pipe D
5. Exhaust Pipe B(left)
6. Exhaust Pipe A(left)
7. Rear Wheel(outside)
8. Rear Wheel(inside)
9. Front Wheel(outside)
10. Front Wheel(inside)

G PARTS

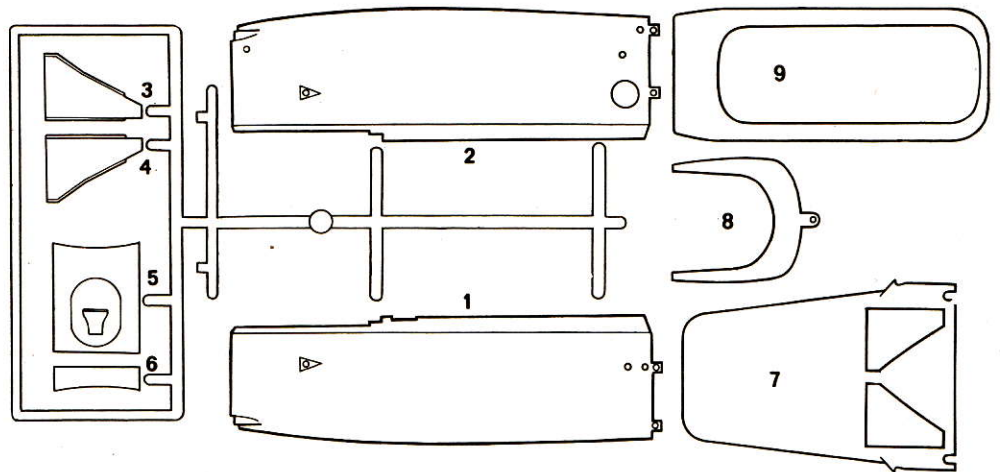
1. Support (rear)
2. Support (front)
3. Aerofoil (front)
4. Aerofoil (rear)
5. Front Aerofoil
6. Oil cooler
7. Oil tank
8. Master Cylinder
9. Master Cylinder
10. Oil tank
11. Oil tank

M PARTS

1. Steering Column
2. Metal Cowling Diece
3. Screw
4. Coil Spring (front)
5. Coil Spring (rear)

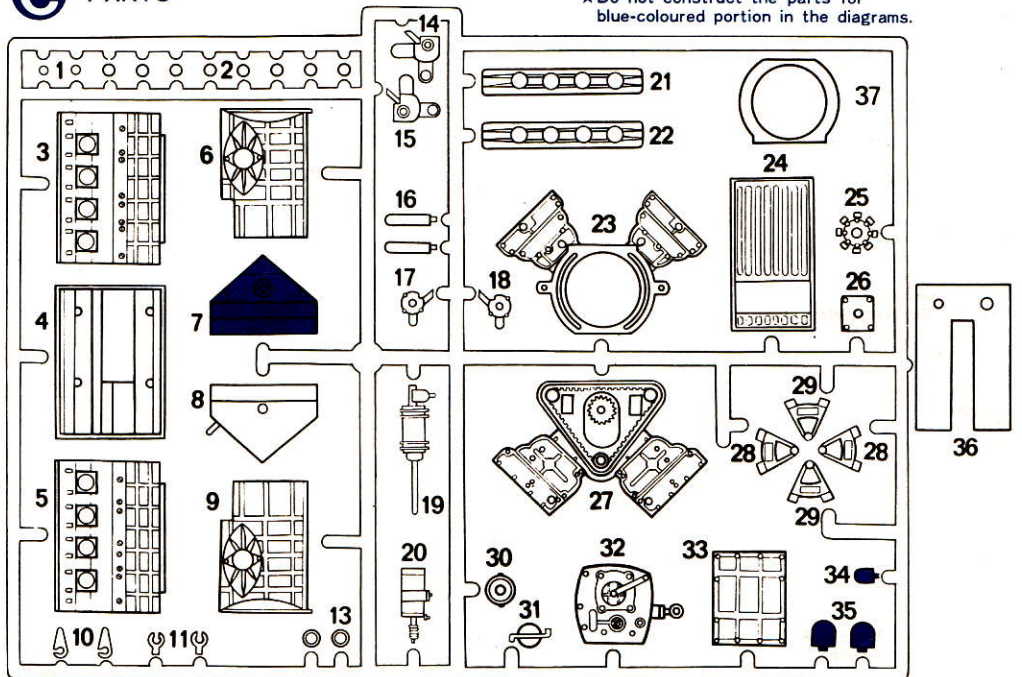


A PARTS

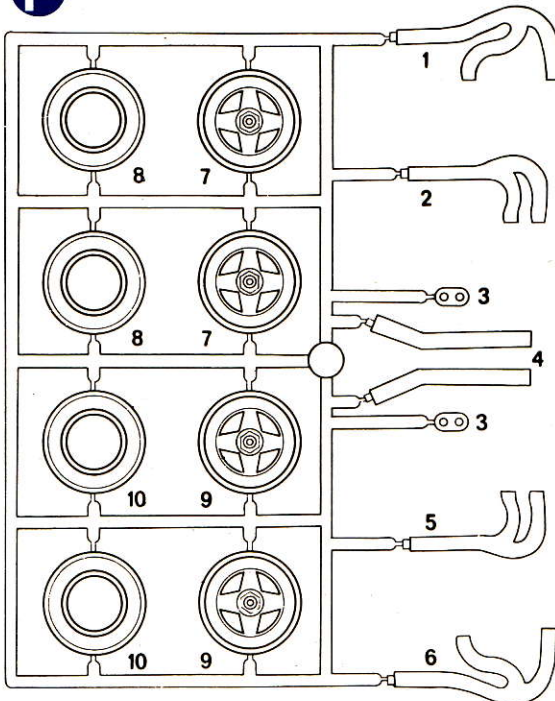


C PARTS

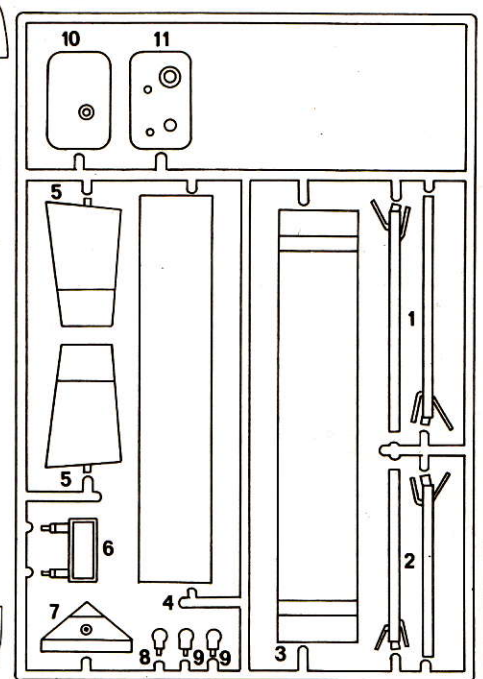
★Do not construct the parts for blue-coloured portion in the diagrams.



F PARTS



G PARTS



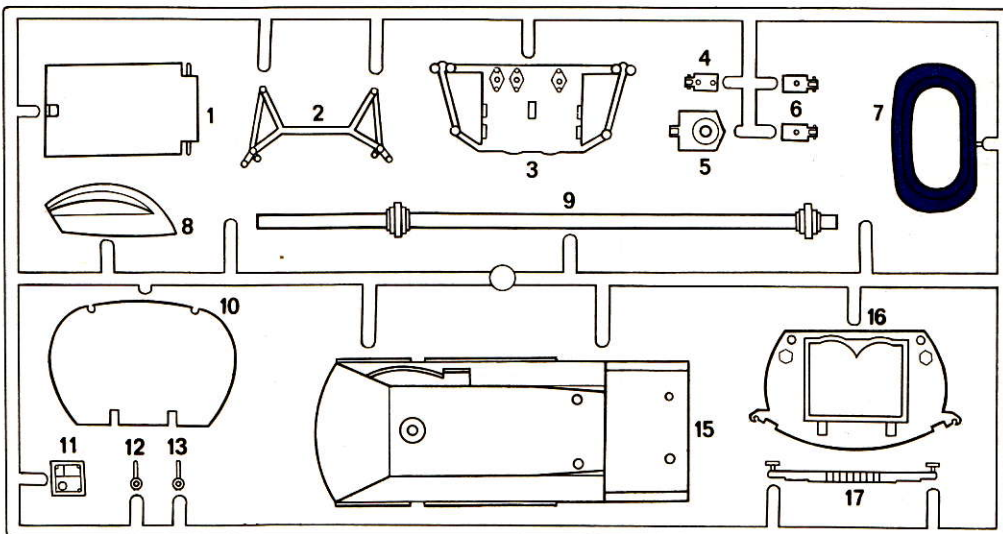
PARTS

B PARTS

1. Battery Mount Cover
2. Rear Sub-frame
3. Front Sub-frame
4. Radius Arm Holder (A)
5. Radius Arm Holder (B)
6. Radius Arm Holder (C)
7. Cowling (inside)
8. Inside Part of Cock-pit
9. Cooler Pipe
10. Bulkhead (B)
11. Boot Plate
12. Stabilizer Mount (right)
13. Stabilizer Mount (left)
15. Cock-pit
16. Bulkhead (A)
17. Rack

B PARTS

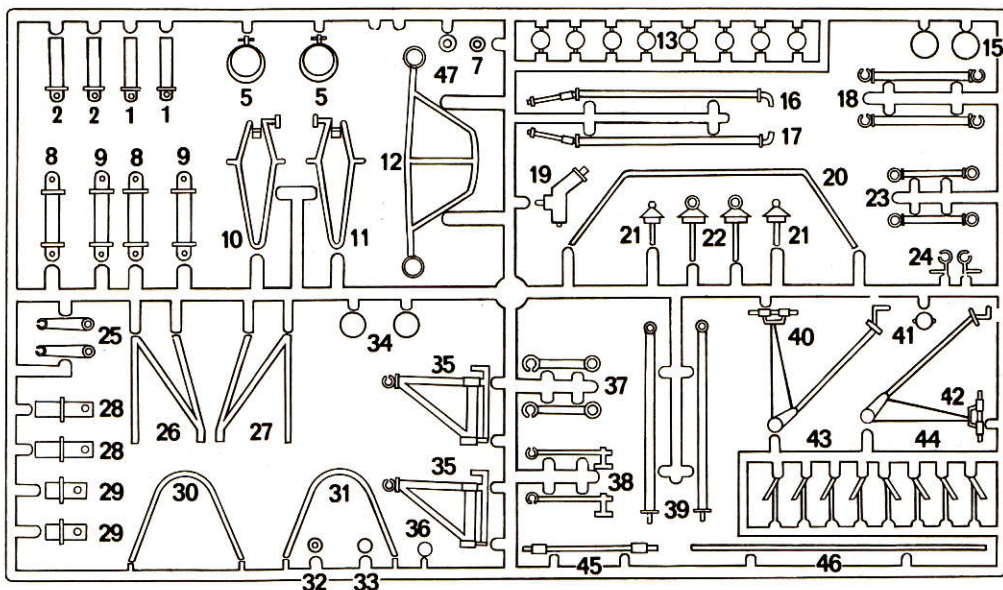
Do not construct the parts for blue-colored portion in the diagrams.



D PARTS

1. Half Shaft (A)
2. Half Shaft (B)
5. Rear View Mirror (outside)
7. Half Shaft Pin
8. Half Shaft (E)
9. Half Shaft (F)
10. Upper Arm (right)
11. Upper Arm (left)
12. Exhaust Pipe Arm
13. Air Intake
15. Rear View Mirror
16. Radius Arm (right upper)
17. Radius Arm (left upper)
18. Lead Arm
19. Reverser Tank
20. Stabilizer
21. Front Damper (A)
22. Rear Damper (B)
23. Stabilizer Rod
24. Stabilizer Holder
25. Front Stabilizer Crank
26. Radiator Support (left)
27. Radiator Support (right)
28. Half Shaft (G)
29. Half Shaft (H)
30. Roll Bar (front)
31. Roll Bar (rear)
32. Master Cylinder Cap (A)
33. Oil Tank Cap
34. Master Cylinder Cap (B)
35. A-Arm
36. Fuel Cap
37. I-Arm
38. Front Stabilizer Rod
39. Lower Radius Arm
40. Front Arm (right)
41. Reverser Tank Cap
42. Front Arm (left)
43. Fuel Injection Nozzle (A)
44. Fuel Injection Nozzle (B)
45. Front Stabilizer
46. Shift Rod
47. Oil Tank Cap

D PARTS



E PARTS

1. Cam Cover (left)
2. Cam Cover (right)
3. Joint
4. Radiator (A)
5. Radiator (B)
6. A, C Generator
7. Rear Upright
8. Dashboard
9. Half Shaft mount
11. Shift Lever
13. Brake Disc (front A)
14. Brake Disc (rear B)
15. Brake Disc C
16. Rear Upright (B right)
17. Rear Upright (B left)
18. Rear Upright (A right)
19. Rear Upright (A left)
20. Steering Wheel
21. Transmission Box Panel
22. Front Upright Right
23. Front Upright Left
24. Transmission Box Left
25. Transmission Box Right
26. Distributor A
27. Cross Section
28. Front Damper B
29. Rear Damper B
30. Front Damper C
31. Rear Damper

E PARTS

