

TYRRELL FORD F1

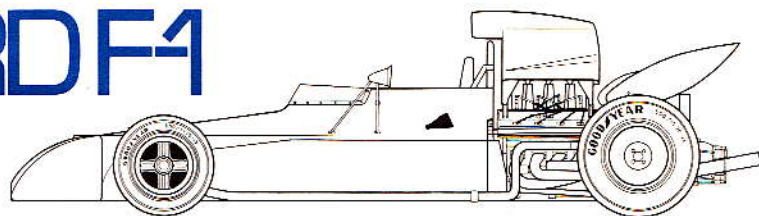
1:12 SCALE IDENTICAL
Length—317mm
Width—167mm
Height—83mm

- SUPER DETAILED D.F.V. ENGINE
- MOVABLE FRONT & REAR SUSPENSION
- SEMI PNEUMATIC RUBBER LIKE TIRES
- DETACHABLE FRONT COWLING

BIG 9 ★ ★ **TAMIYA**
TAMIYA PLASTIC CITY CO.
5-7 CHENNAI, SHIZUOKA-CITY, JAPAN



TYRRELL FORD F1



In 1946, Ken Tyrrell was demobilised from the Royal Air Force and started up a timber business, which he still runs today.

He became interested in motor racing in 1950, after visiting Silverstone to watch a race; he was fascinated with the little motorcycle engined cars that were then the backbone of British racing. It was in 1952 that Mr. Tyrrell bought his first racing car, which was a 1952 Cooper Norton, Formula III. This car was powered by a 500cc Norton single cylinder motorcycle engine and was very fast for its power. He entered his first race at the Snetterton Circuit in England. So much did he enjoy his new-found hobby that he raced both in the United Kingdom and in Europe. He was not amongst the top flight of drivers but had a fair amount of success.

1955 was the year that Mike Hawthorn and Ivor Bueb won the Le Mans 24 Hour Race in a D. Type Jaguar. It was also in this year that Ken Tyrrell received an offer from Aston Martin to test drive one of their new Sports Racing Cars. Tyrrell was the fastest on one lap, and through one corner alone was a whole second faster than the famous Bueb. Unfortunately, he did not get a place in the Aston Team—it went to a young man by the name of Stirling Moss instead.

Those early days in Cooper Nortons gave Tyrrell his nickname of "Chopper", for on the nose of his car he had a woodman's axe painted. This had nothing to do with his style of driving, but was indicative of his full-time job of being in

the round timber business.

In 1957 and 1958 he acquired and raced a Formula II Cooper Climax car, and unfortunately had no wins with this vehicle, but several places. At this time he gradually became unhappy with his own performance as a driver and decided to become an Entrant, which meant that he would form his own Team and obtain the services of other drivers. It was in 1960 that he formed this Team and used Cooper Cars with BMC Austin Engines of 1100cc, which were known as Formula Junior. His first drivers were John Surtees and Henry Taylor. It was John Surtees' first racing car—he was at that time at the top of his career in motorcycle racing.

Tyrrell continued to race these Formula Junior cars from 1961 to 1963, except that during 1961 he took on John Love and Tony Maggs as drivers, and in the Season 1961/1962 his Team took 19 Formula Junior wins with these two drivers.

Tyrrell was also involved at this time with the Cooper Team of Mini Cooper Saloons, and John Love, under Tyrrell's management, took the overall Saloon Car Championship.

The involvement with Cooper was highlighted when family illness prevented either of the Cooper top men from attending the Italian Grand Prix in 1962. Tyrrell was asked to manage the Team, and the result of his first venture in Formula I Racing was rewarded when Bruce McLaren came home a worthy Third.

However, the run of successes in Formula Junior continued through 1963, in which year Tim Mayer and Peter Proctor joined the Tyrrell Team.

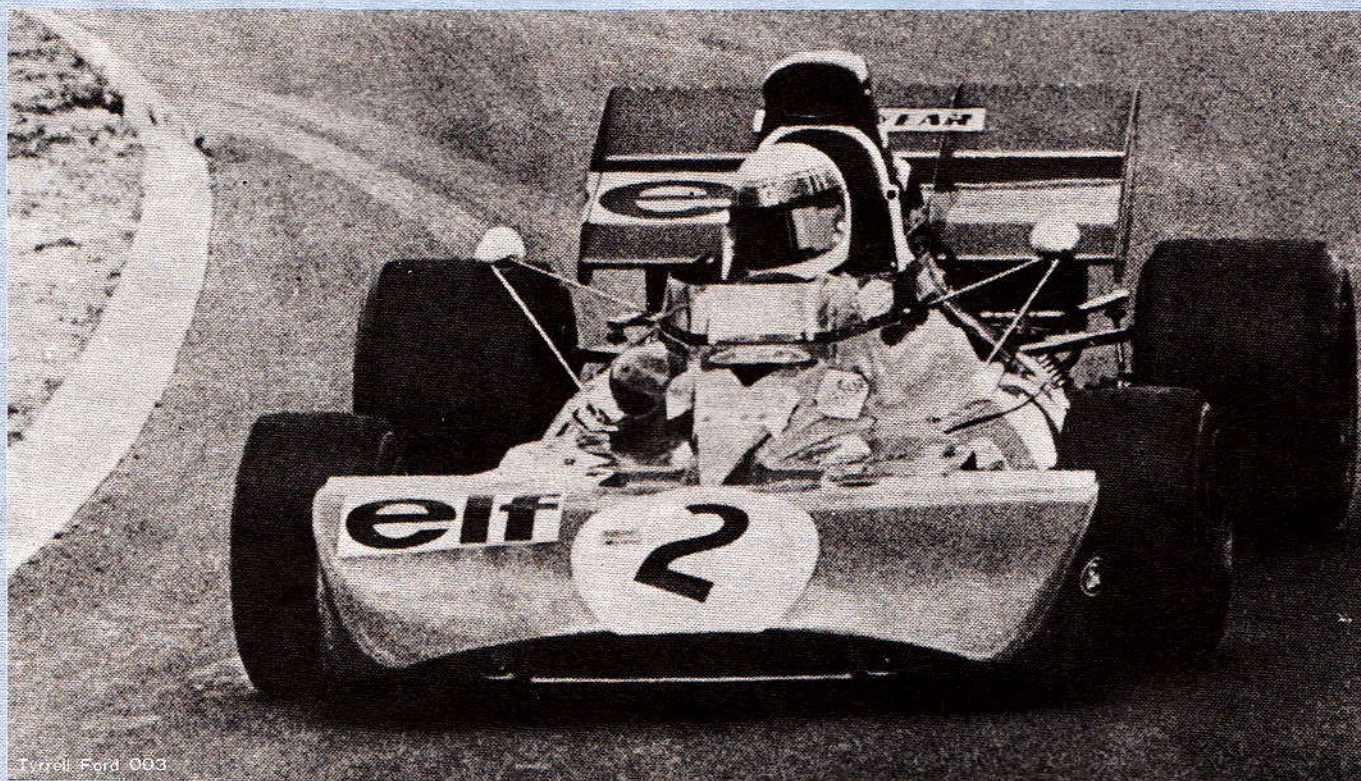
It was during this period that Ken Tyrrell heard about a young Scottish driver named Jackie Stewart, who looked as if he showed promise. He had been driving for the Scottish National Team (Ecurie Ecosse) a Cooper Monaco Sports car, with some success. Tyrrell eventually tracked down Jackie Stewart at the family Garage and arranged for him to have his first single-seater test drive at Goodwood. The outcome of this test was a success and Stewart joined the Team.

1964 saw Tyrrell's move into the 1000 cc new Formula III, with the works Cooper Team under his management. With Jackie Stewart as Number 1 Driver and Warwick Banks as Number 2 they took all before them, winning 14 out of 16 Races, and again the Austin BMC engine was used. It was also in 1964 that Tyrrell was associated with the Works Team of Mini Saloons. With John Love and Warwick Banks driving, their efforts were well rewarded, Warwick Banks winning the European Touring Car Championship. Whilst with the Minis in Budapest for a 4-hour Race, Tyrrell noticed a young man called Jackie Ickx who was co-driving a Lotus Cortina with Sir John Whitmore. He was extremely impressed by Ickx's promise.

It was in 1965 that the Tyrrell Team switched to Formula II Cars, which were Coopers with BRM engines. Jackie Stewart and John Surtees were the drivers. However, it was not a good year owing to the unreliability of the BRM Engine.

It was in that year, at Rheims in France, that a new name came into Formula III Racing. This was the Matra, which unexpectedly won the Race. But it was not until Tyrrell was in Paris at the end of the Season for the presentation of the Formula II Championship Trophies that he was introduced to Jan Luc Lagardere of Engines Matra. The outcome of the meeting was that Matra offered to put one of Tyrrell's engines in a Matra chassis and lend it for a trial run. So a 1-litre BRM engine went to Matra, and eventually, one autumn day at Goodwood, Jackie Stewart climbed into the cockpit of the trial Matra BRM. Stewart was very impressed with the car, so plans were made that for the 1966 Season Tyrrell should enter a Matra Team of Formula II and Formula III Cars with Jackie Stewart and Jackie Ickx as drivers. It was intended to give Ickx only an occasional drive, but he did so well he was given drives as often as he was available.

1967 saw Tyrrell continuing in Formula II, with Jackie Ickx winning the European Championship and Stewart winning four Races.



Tyrrell Ford 003

●Photo: Nigensha (CAR GRAPHIC). Publisher

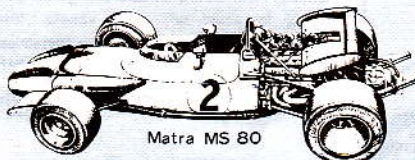
Main Specifications

Wheelbase.....2.431 mm
Tread.....Front: 1.524 mm
Rear: 1.598-1.648 mm
Road Clearance.....83 mm

Suspension.....Front: Double wishbone and coil spring
Rear: Upper I arm, Lower parallel arm
and coil spring.
Brakes.....Girling ventilated disc
Tyre.....Goodyear

Engine.....Ford Cosworth DFV V8 2995 cc.
Clutch.....Borg & Beck
Gearbox.....Hewland FG 400 5 forward 1 reverse

At Zandvoort, for the Dutch Grand Prix, Tyrrell saw Ford's Cosworth built 3 litre Grand Prix Engine, which was fitted to Jim Clarke's Lotus, and which won on its first outing. Tyrrell immediately ordered three engines from Cosworth. It was therefore in 1968 that the Tyrrell Team went into Formula 1 Racing, using the now famous combination of the Matra Car and the Ford Cosworth Engine. This was done by persuading Matra to adapt a Formula II chassis to take the Ford Formula 1 Engine.

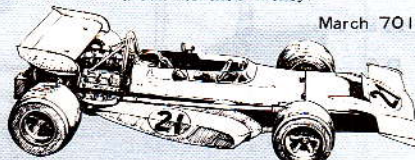


Matra MS 80

Matra continued with their own Formula 1 programme but suffered teething troubles.

So it was on January 2nd, 1968 in South Africa that the Tyrrell Formula 1 made its debut. The Ballasted Formula II car (to bring it up to the minimum weight specified for Formula 1) was putting up very competitive laps. Stewart started from the front row, alongside Jim Clark and Graham Hill, both in Lotus 49s. Stewart led from the start and it was not until Lap 3 that Clarke passed him, and Stewart managed to hold third place until Lap 43, when a connecting rod in the engine broke, forcing him to retire.

That season, with a new car, and in Tyrrell's very first time of managing a Formula 1 Team, Jackie Stewart won the Dutch, German and U.S.A. Grands Prix, and finished Second in the World Championship to Graham Hill, who by this time was driving a new, aerofoiled Lotus 49B. Throughout the season, Stewart's driving and Tyrrell's shrewd management had given the Lotus Team a run for their money.



March 701



Tyrrell Ford 001

1969 was the year for Jackie Stewart, who won the World Championship for the first time. He won the South African, Spanish, Dutch, British and Italian Grands Prix, all, of course, with the Matra, powered by Ford's 3 litre Cosworth Engine, and managed by Tyrrell.

It was at the end of 1969 that Matra decided to go their own way with their own V12 Engine, and Ken Tyrrell began to look around for a new chassis for 1970. He had decided that in order to win he must have the combination of Stewart as driver, the Ford Cosworth Engine, and Dunlop tyres. For a chassis he chose the new March, designed by a young former aircraft designer, Robin Herd. It was not a happy choice and the only Team success came in the Spanish Grand Prix where Jackie Stewart won.

It was because Ken Tyrrell was not satisfied with this chassis that in August, 1970 he produced his own. This was the first time he had ever built a car himself. It was on the 20th September of this year that the new Tyrrell Ford made its debut in the Grand Prix in Canada. It was positioned on the front row of the grid, having put in a practice lap 1/10th of a second faster than Jackie Ickx in a Ferrari 312B.



Tyrrell Ford 002

However, the race started well, with Stewart taking the lead from the Ferrari, but a front hub broke in the 32nd lap, and unfortunately the victory went to the 312B. In this race, however, Tyrrell's March was still competing, this time in the hands of a young Frenchman, Francois Cevert, who was now the Team's second driver.



J. Stewart

F. Cevert

The new Tyrrell Ford went on in 1970 to lead in the American and Mexican Grands Prix, but had to retire in each case with mechanical problem.

1971 saw the Team's first full Season with the Tyrrell Ford car, and Jackie Stewart won the Spanish, French, Monaco, British, German and Canadian Grands Prix, and was Second in the South African Grand Prix. His second driver, Francois Cevert, finished Second in France and Germany, was Third in Italy and won the U.S. Grand Prix. Incidentally, Cevert was Third in the World Championship.

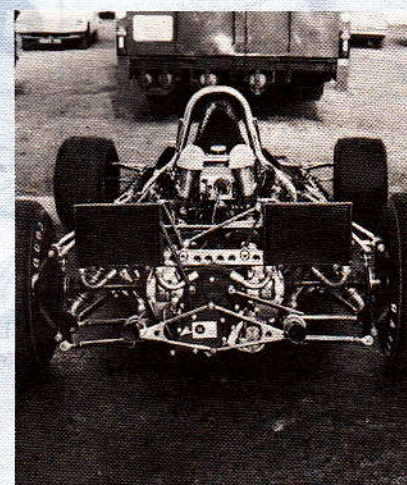
It was in that year that Jackie Stewart took the World Championship for the second time, and the Tyrrell Ford won the Constructor's Cup. This is the first time that the Constructor's Cup has ever been won in the first year of the car, and it is this original car which is the subject of this Kit, so beautifully portrayed by Tamiya. In 1972, as we write, the Tyrrell Ford Team has won the Argentine and French Grands Prix. Tyrrell Ford cars have won nine Grands Prix, and one particular car, driven by Jackie Stewart, has won eight Grands Prix, an achievement never equalled by any other car in the history of motor racing.

It may interest the reader to know how Ken Tyrrell's success is achieved. A good deal of

this comes from shrewd Team management.

Eight Cosworth 3 litre Ford Formula 1 engines are used to keep the two-car Team running. Each engine costs £7,500, and the reason for having eight is that during a season, Grand Prix Races are only two weeks apart. Engines used in one are given a four-week "holiday" for a re-build before the next Race. So the Team has four engines available for each Race.

Mechanics, too, Tyrrell has in quantity. He is a great believer in giving his men time to sleep and rest between Races, even flying them home after a Race to give them a break. Many Teams travel from one Race to another having no rest and becoming fatigued. It is the Tyrrell policy to give both mechanics and engines time to recover from that most arduous test of man and machine that has ever been devised - the Grand Prix. That his policy, talent-spotting ability and management are successful is obvious. During his career he has won the European Formula II Championship, the Touring Car Championship, and his private Team the World Championship for Formula 1 Cars. No other private Team has achieved such success, and Ken Tyrrell's name may well go down in racing history as the creator of the most successful, non-factory supported Team of all time.





★Before applying glue, construct each part and section to ensure that you are fitting the parts correctly.

★Before starting to build your kit, check all the parts.

★Where parts are shaded blue in these instructions, it means that they are either to be flattened by heating, or are to be glued together with plastic cement.

This mark shows in which colour to be painted. You will probably find it easier to paint smaller parts whilst they are still on the runner.

2 Construction of Nose Cowling

First, assemble each part and cleaning the extra glue. And then, paint them before fixing the plated parts.



3 Construction of Wing



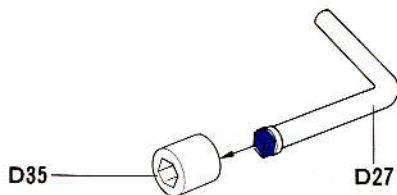
4 Construction of Induction Box



PAINTING

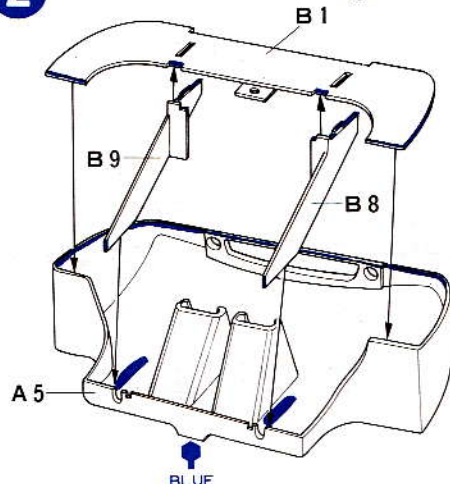
As well as improving the look of your completed model, detailed painting will give you greater satisfaction in the end. You will find painting hints on each page of these instructions to assist you while building your Tyrrell Ford F-1, and to help you create a truly realistic model.

1 Construction of parts whose glued parts are to bear impact of considerable force

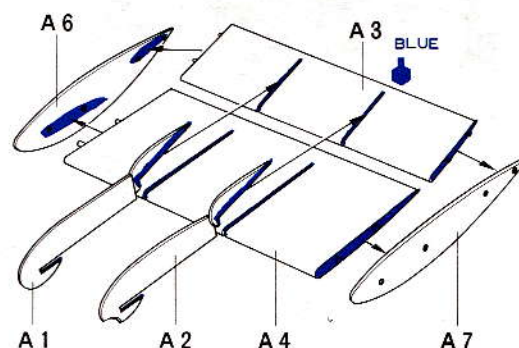


This kit requires a small (—) screwdriver for assembly (not included in kit).

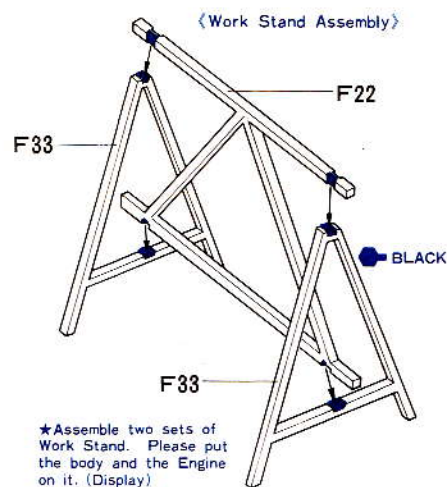
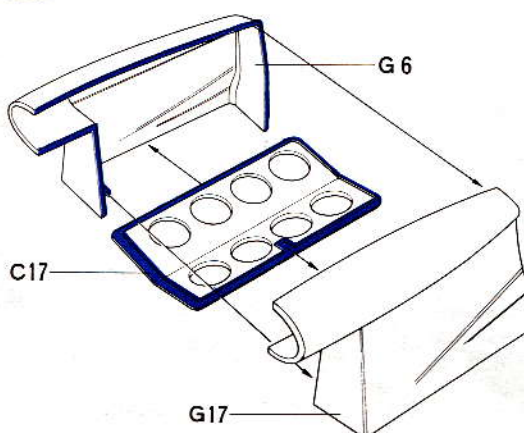
2 Construction of Nose Cowling



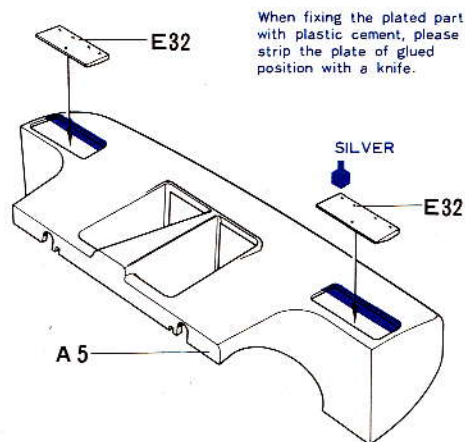
3 Construction of Wing



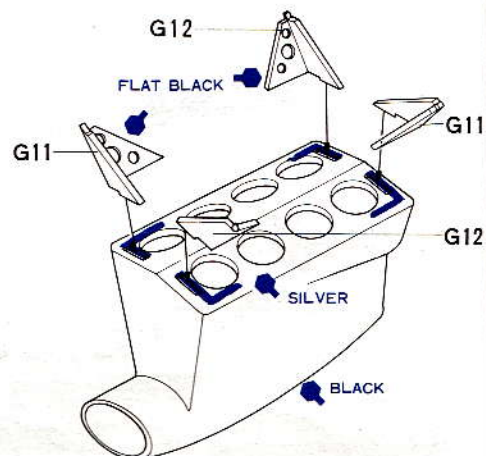
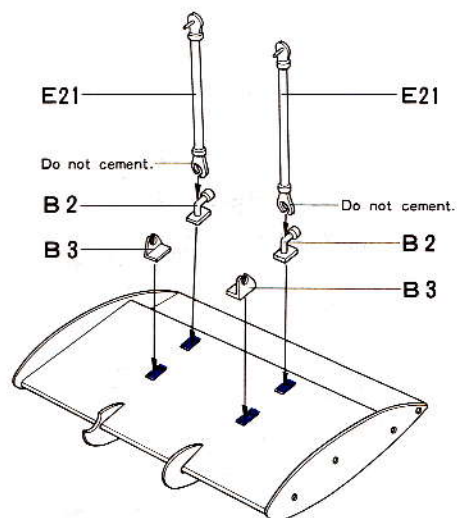
4 Construction of Induction Box



★Assemble two sets of Work Stand. Please put the body and the Engine on it. (Display)

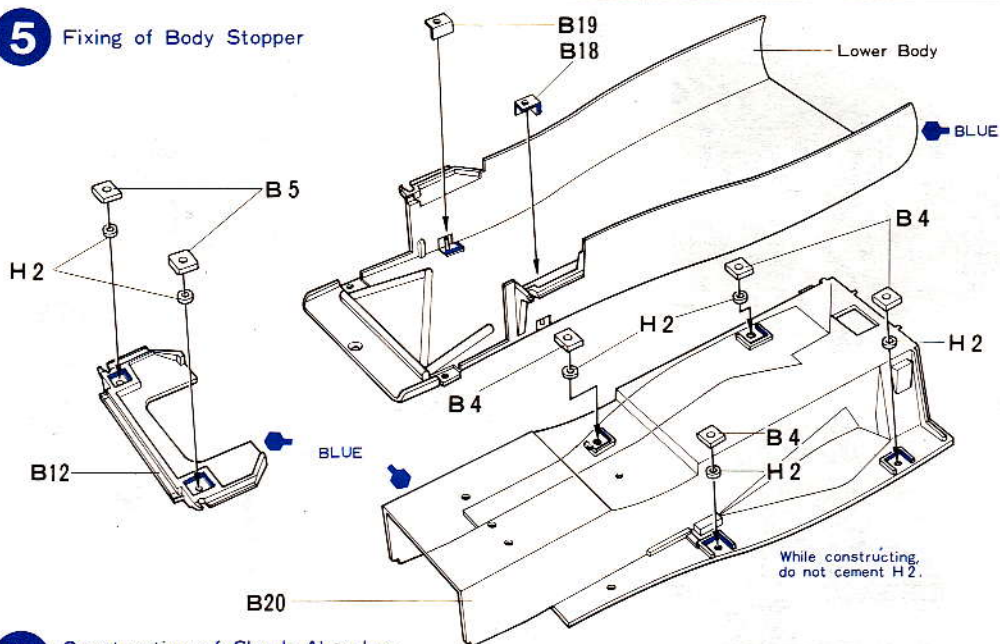


When fixing the plated part with plastic cement, please strip the plate of glued position with a knife.

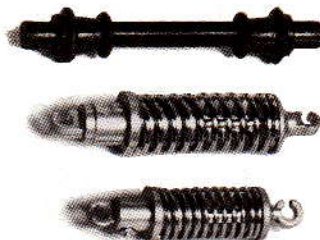
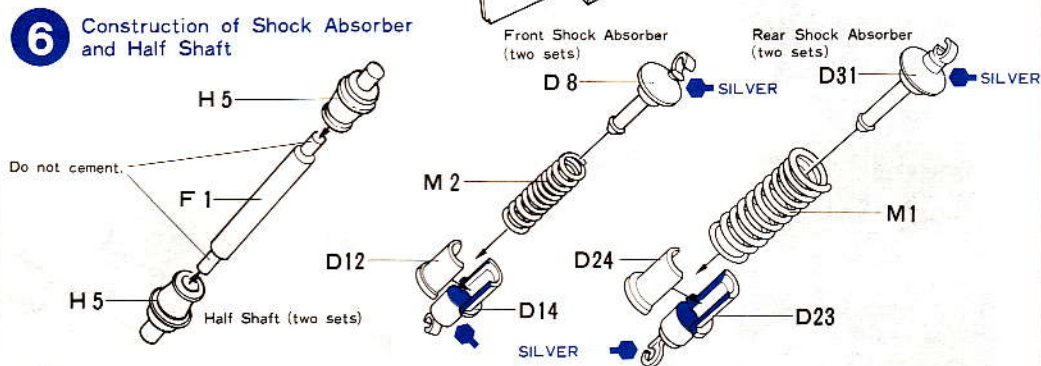
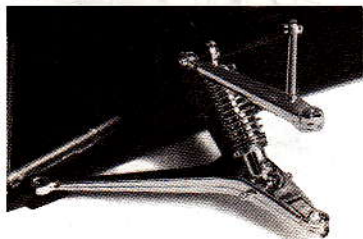
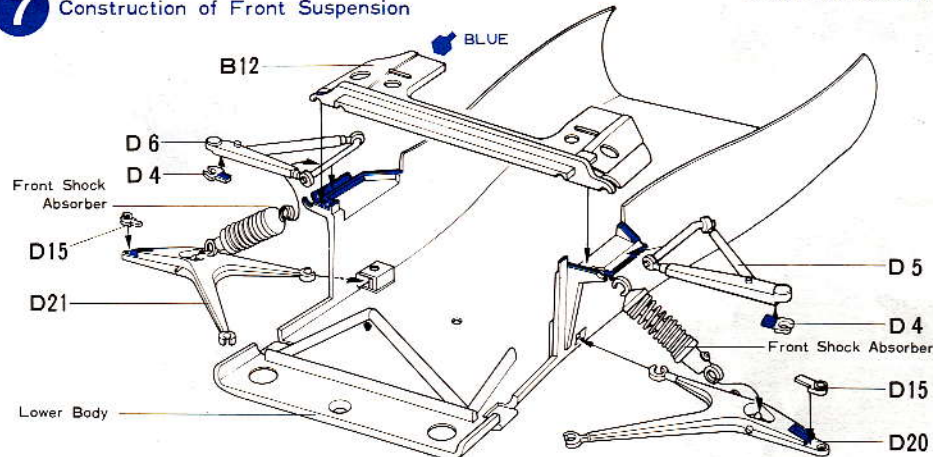
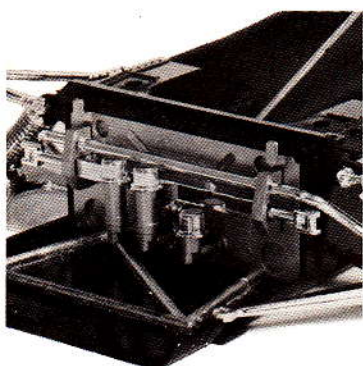
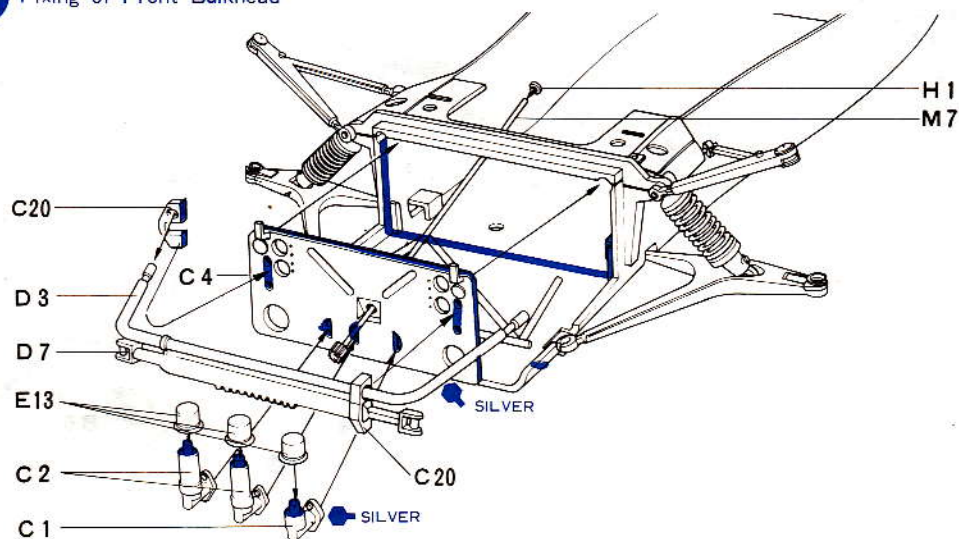


5 Fixing of Body Stopper

Fix the Body Stopper parts from the back side of Lower Body. Be careful not to cement H2.

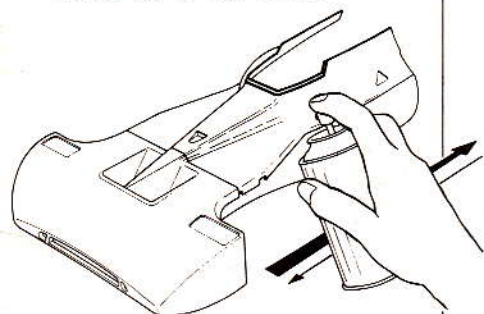
5 Fixing of Body Stopper**6** Construction of Shock Absorber and Half Shaft

Before fixing the plated parts with plastic cement, please strip the plate of glued position with a knife.

**6** Construction of Shock Absorber and Half Shaft**7** Construction of Front Suspension**7** Construction of Front Suspension**8** Construction of Front Bulkhead**8** Fixing of Front Bulkhead**PAINTING**

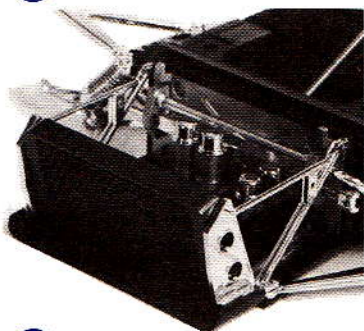
(Spray Painting)

The body may be spray painted.

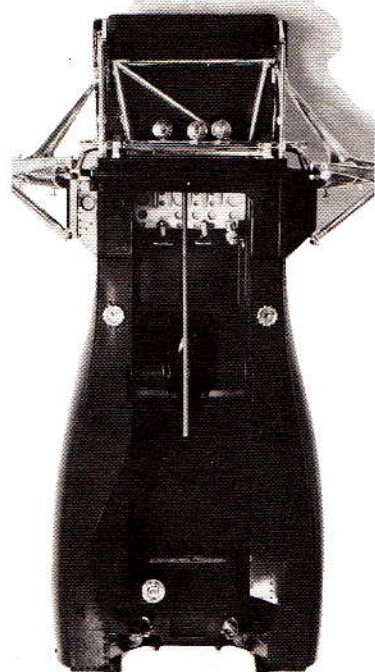


While spraying always move the can quickly in the same direction.

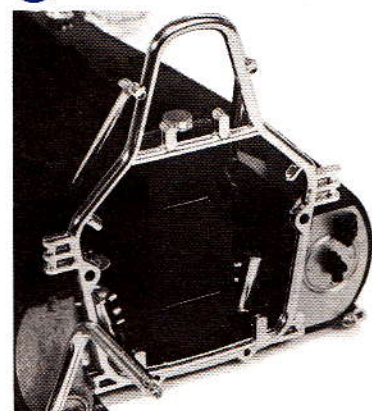
9 Fixing of Radiator



10 Construction of Cockpit



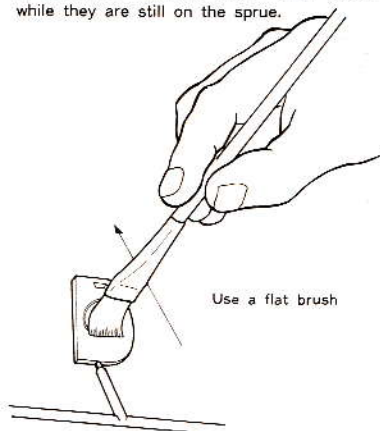
11 Fixing of Roll Bar



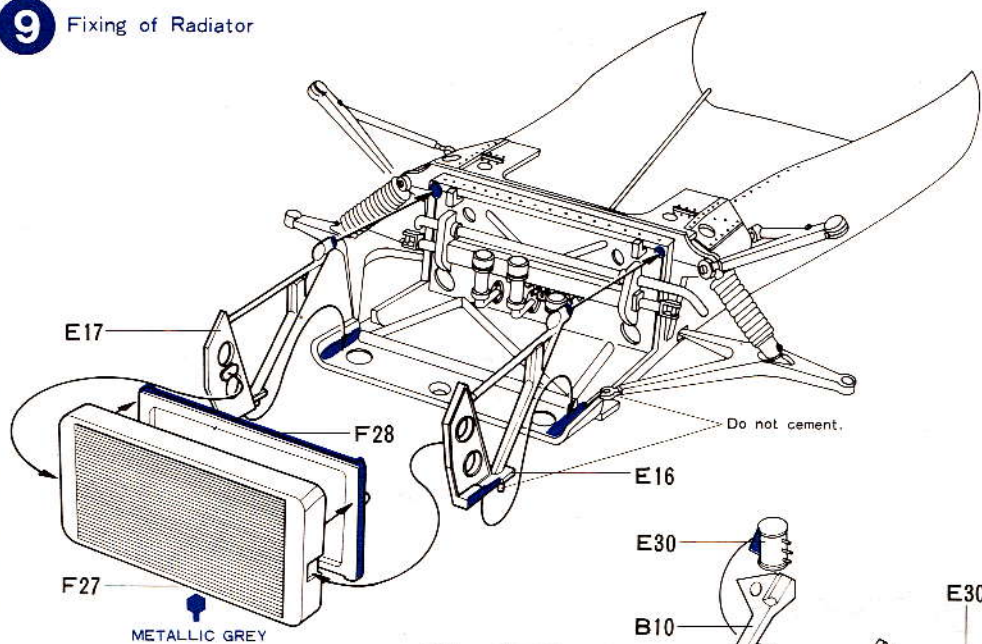
PAINTING

(Using a Flat Brush)

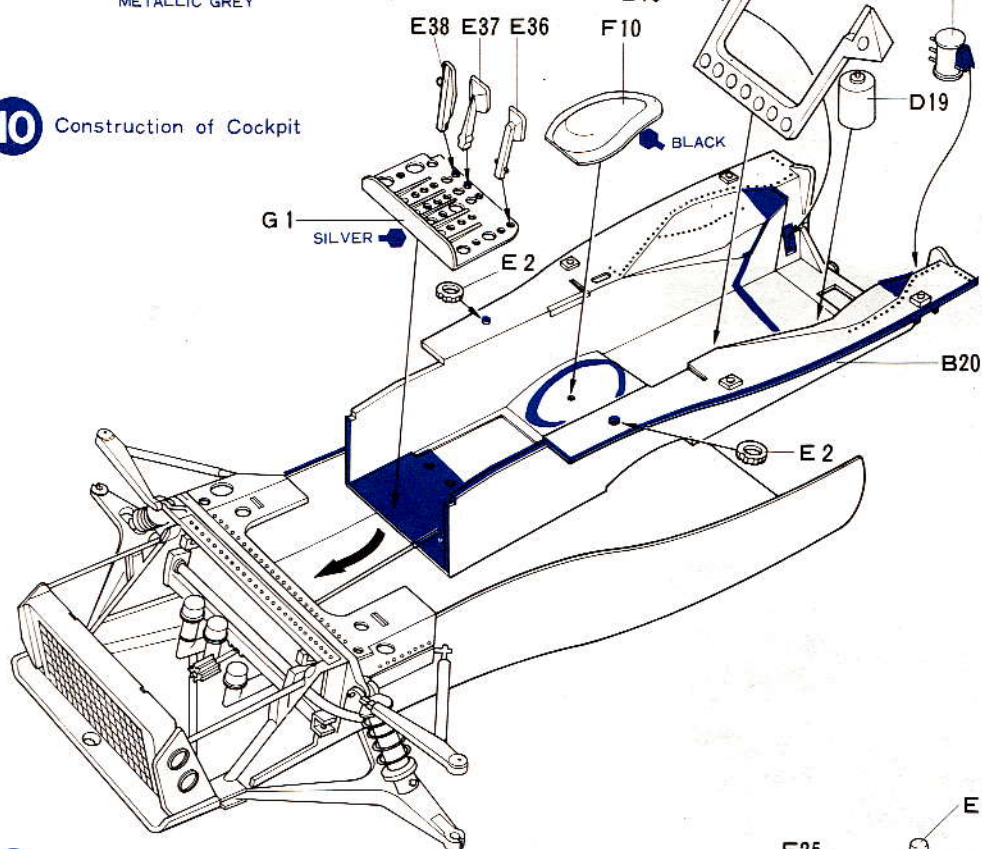
For flat surfaces a thicker flat brush is required. Always paint small parts while they are still on the sprue.



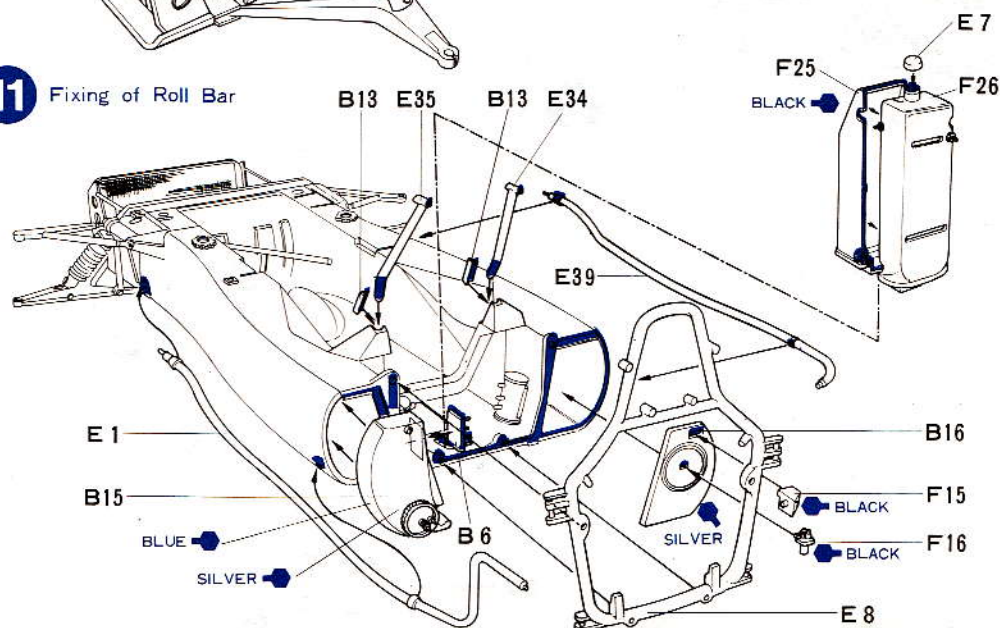
9 Fixing of Radiator



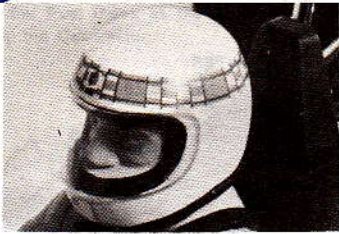
10 Construction of Cockpit



11 Fixing of Roll Bar

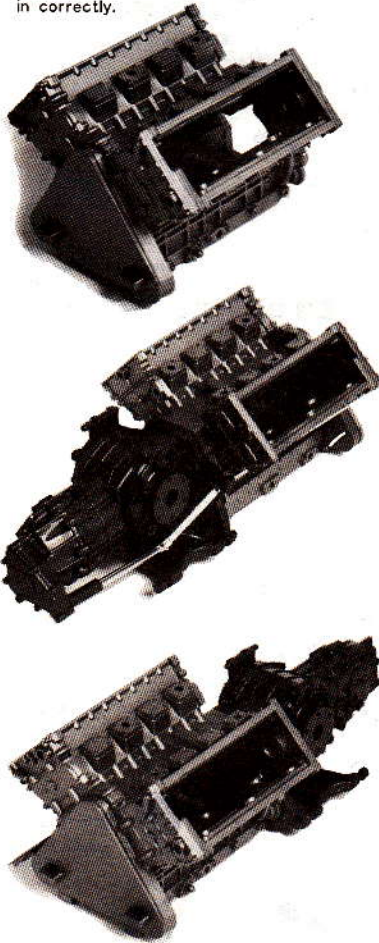


12 Construction of Figure and Painting



14 Construction of Engine

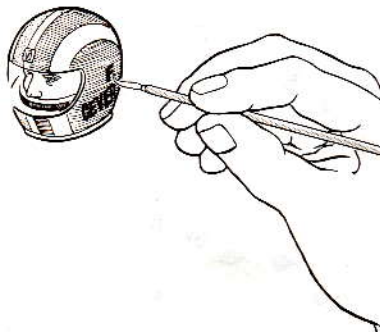
When constructing the Engine, please check the part number. Before applying glue, construct each part and see if it fits in correctly.



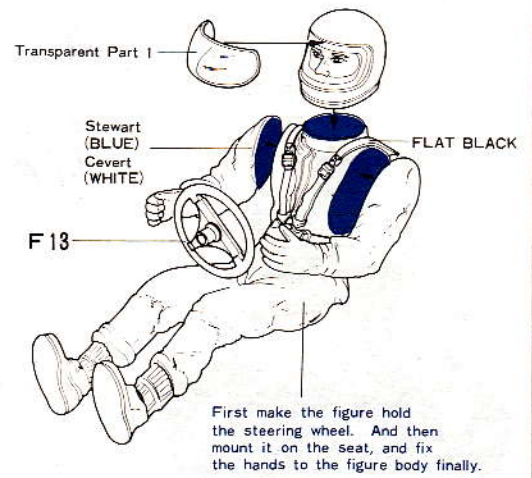
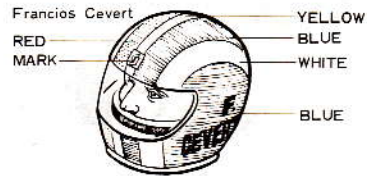
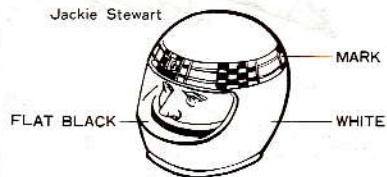
PAINTING

(Painting the driver)

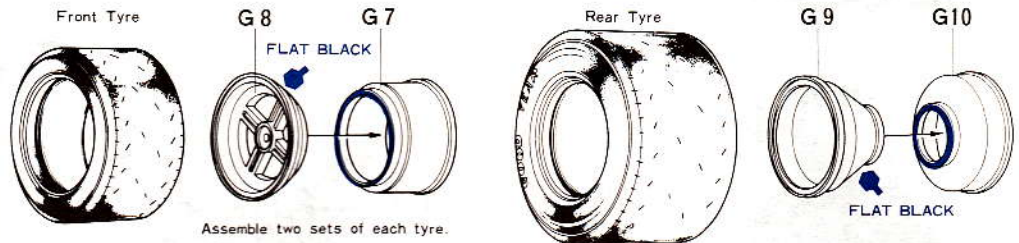
Paint the driver all over in ivory white. When dry, paint in facial and overall detail using a fine thin brush.



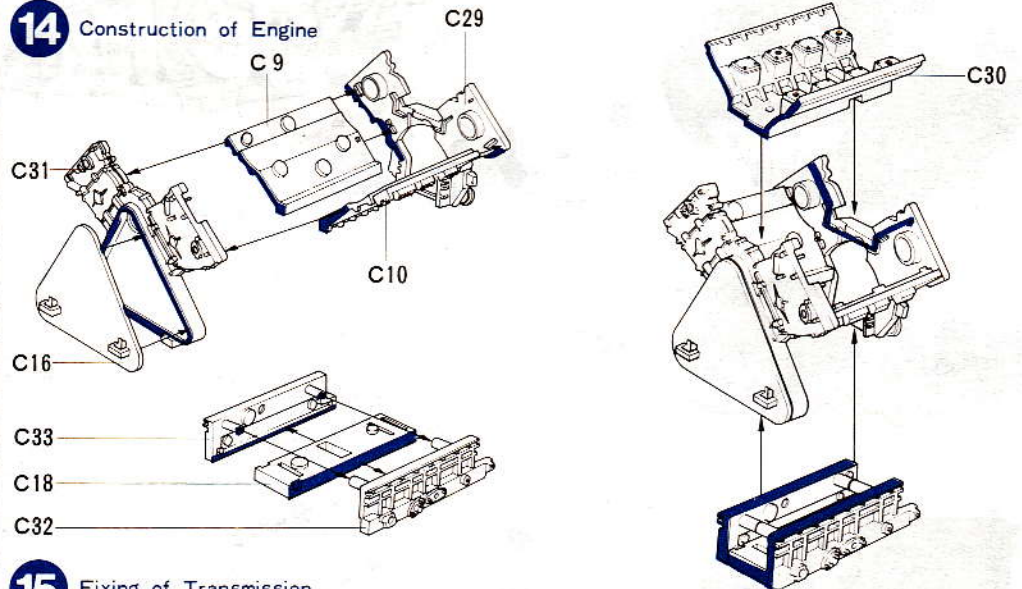
12 Construction of Figure and Painting



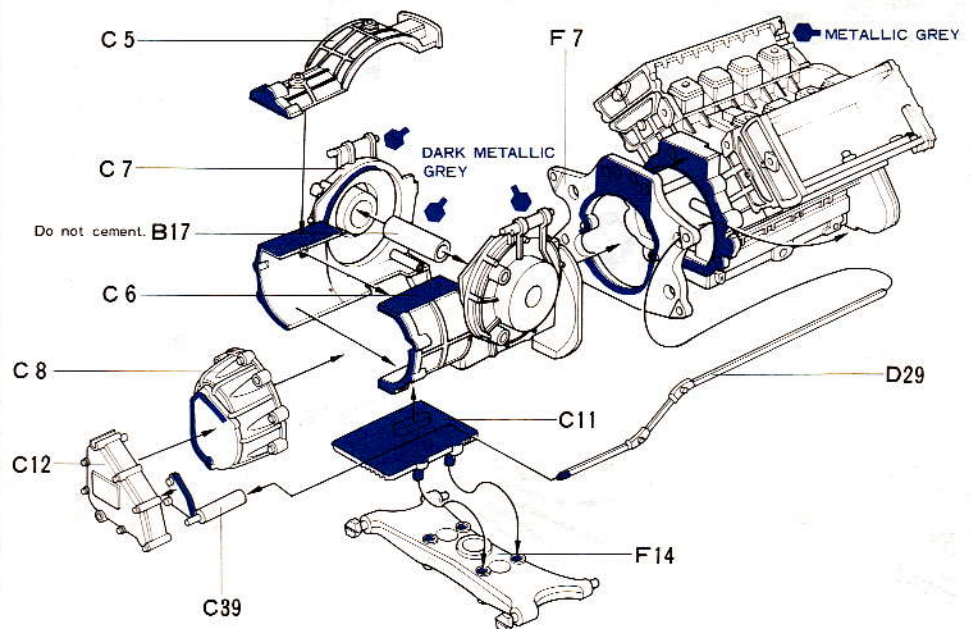
13 Construction of Wheel



14 Construction of Engine

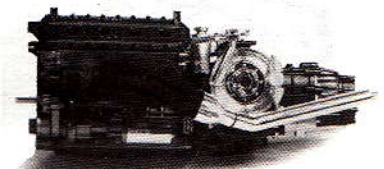
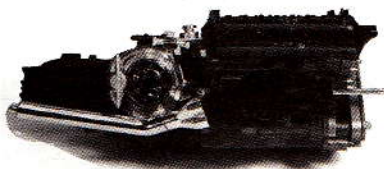
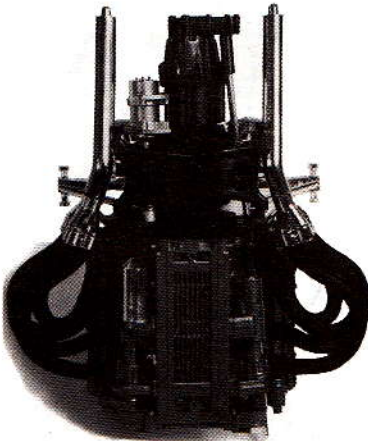
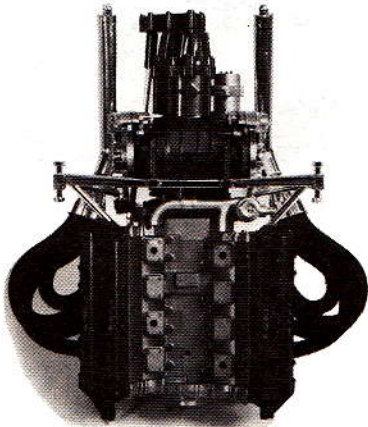


15 Fixing of Transmission



16—18 Fixing of Parts

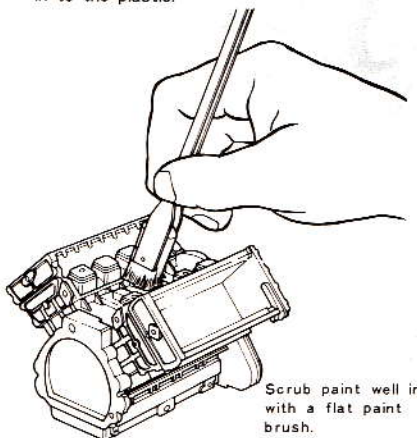
Fix each part on the Engine.
Each part is to be fixed on the Engine
vertically or horizontally. Study the picture
below.



PAINTING

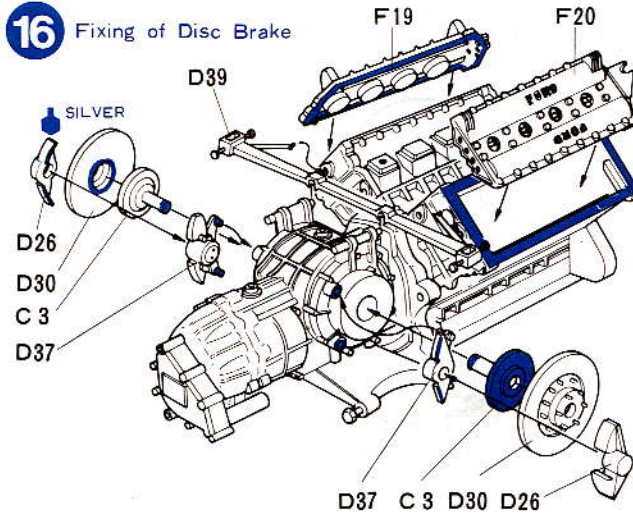
(Painting the Engine)

Apply flat metallic grey paint to the engine
with a flat brush and scrub the paint well
in to the plastic.

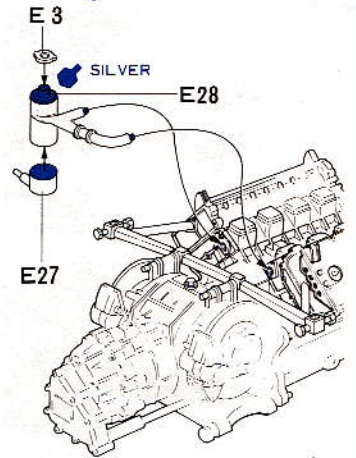


Scrub paint well in
with a flat paint
brush.

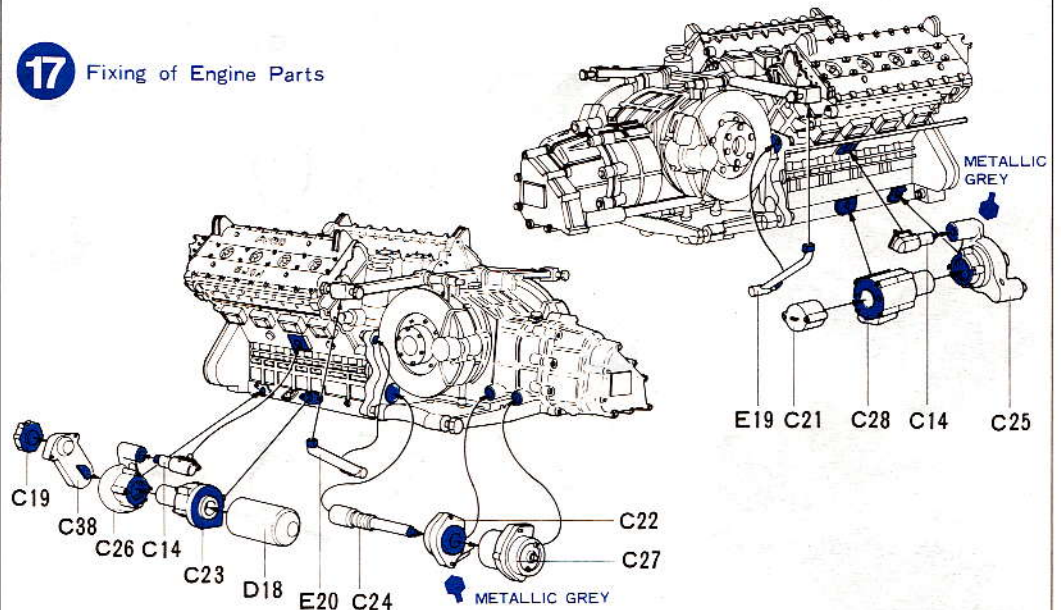
16 Fixing of Disc Brake



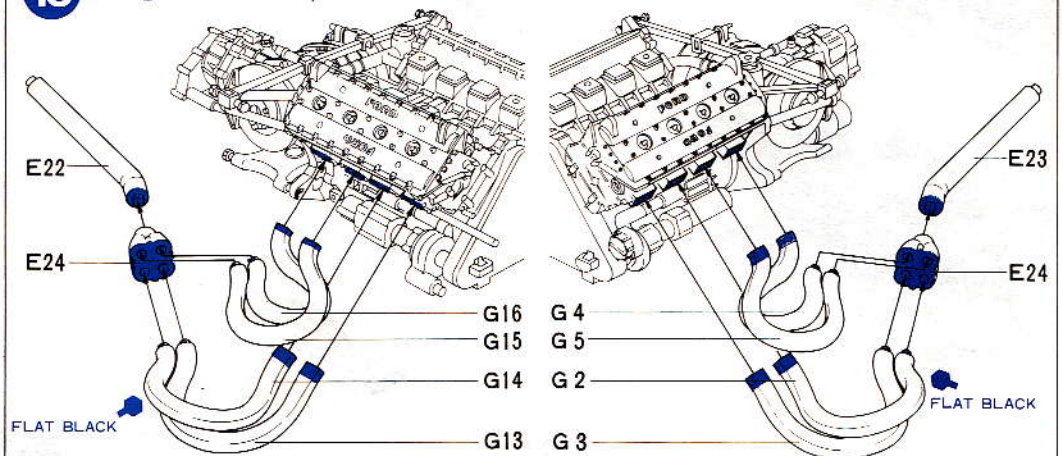
Fixing of Water Reserver Tank



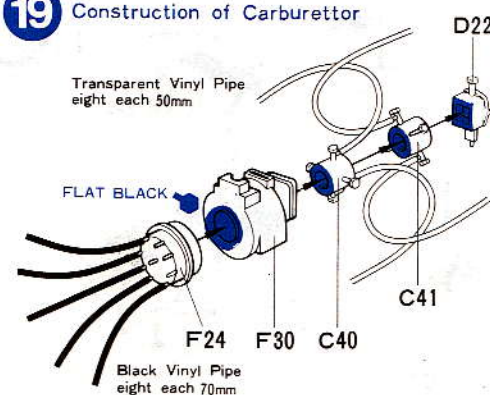
17 Fixing of Engine Parts



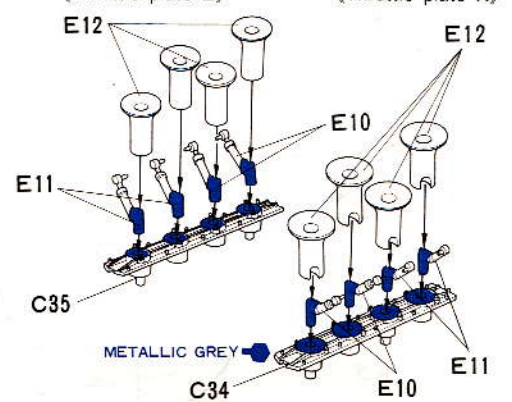
18 Fixing of Exhaust Pipe



19 Construction of Carburettor



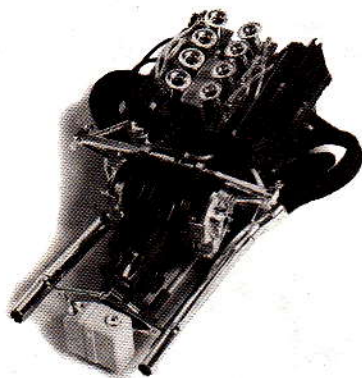
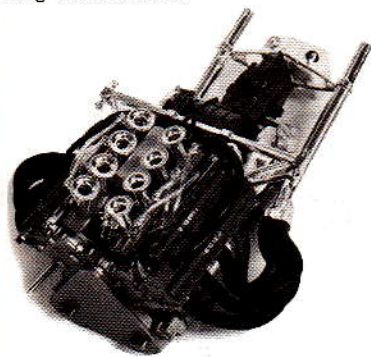
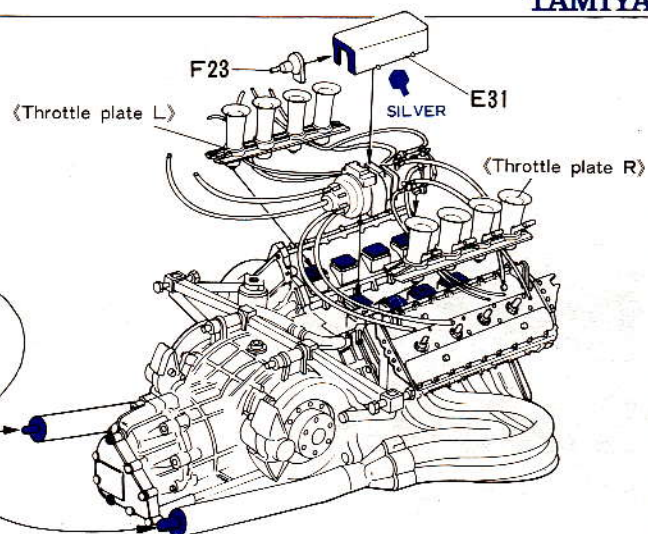
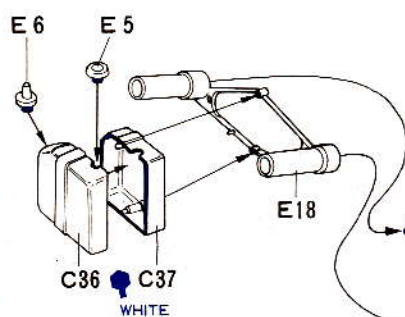
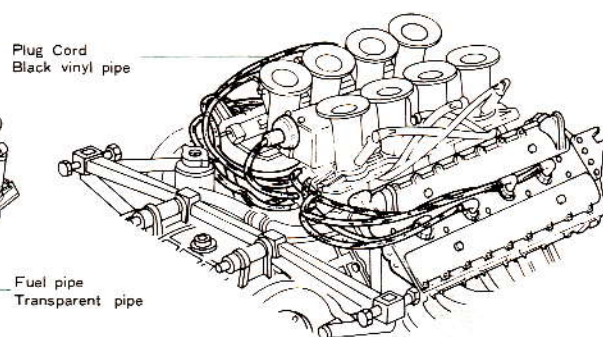
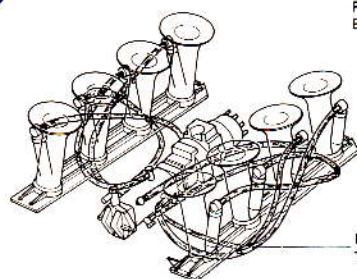
Throttle plate L



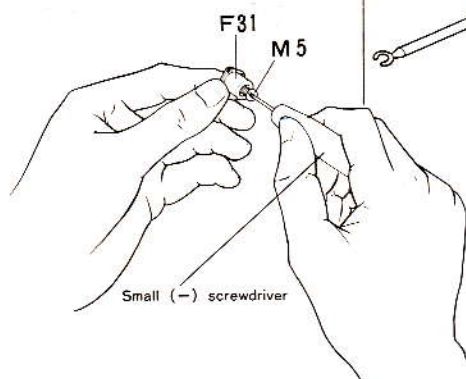
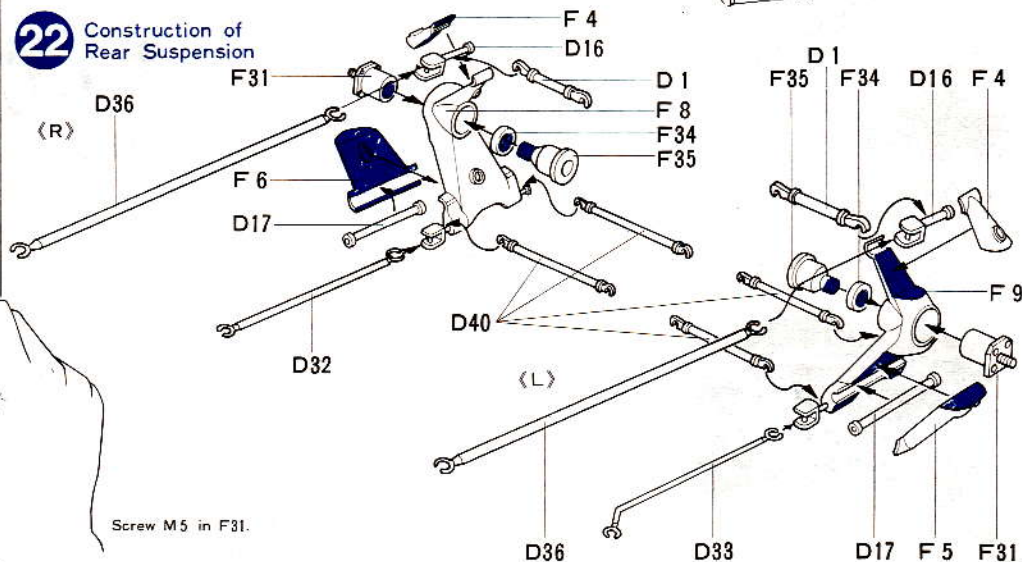
Throttle plate R

20 Fixing of Carburettor

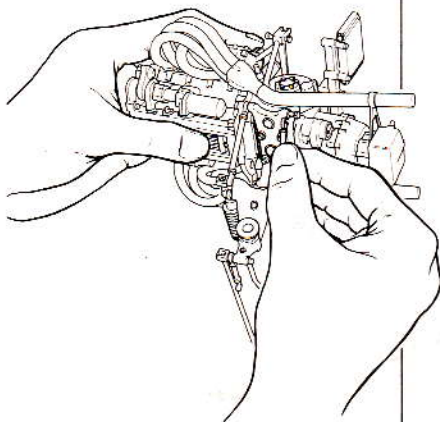
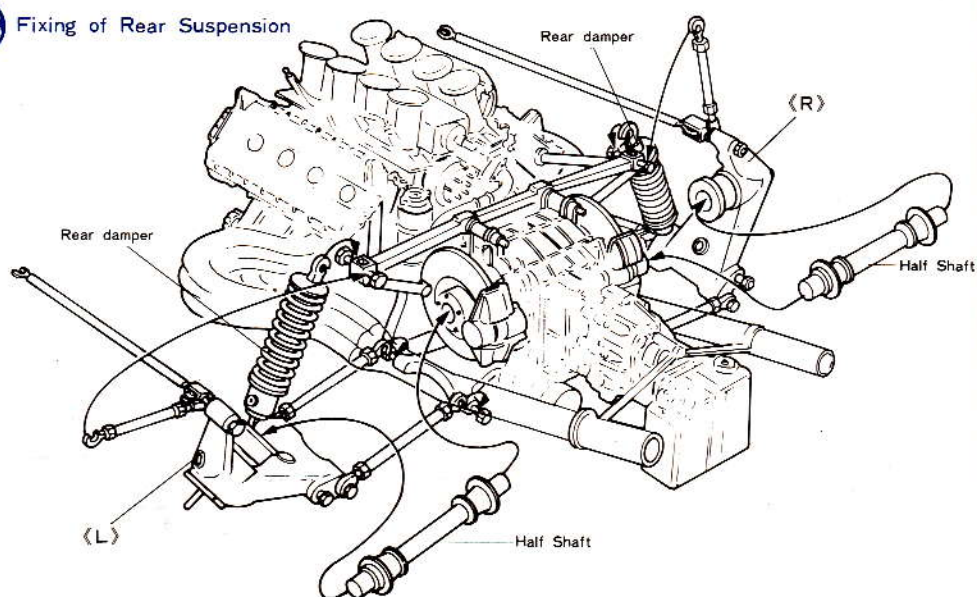
Fix the Fuel Pipes at the same time of fixing the Carburettor.

**20** Fixing of Carburettor**21** Piping of Engine**22** Construction of Rear Suspension

When fixing each rod of Rear Suspension, do not use glue.

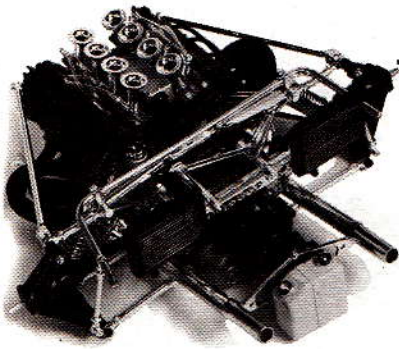
**22** Construction of Rear Suspension**23** Fixing of Rear Suspension

Fix the Rear Suspension to the completed Engine by studying the chart below.

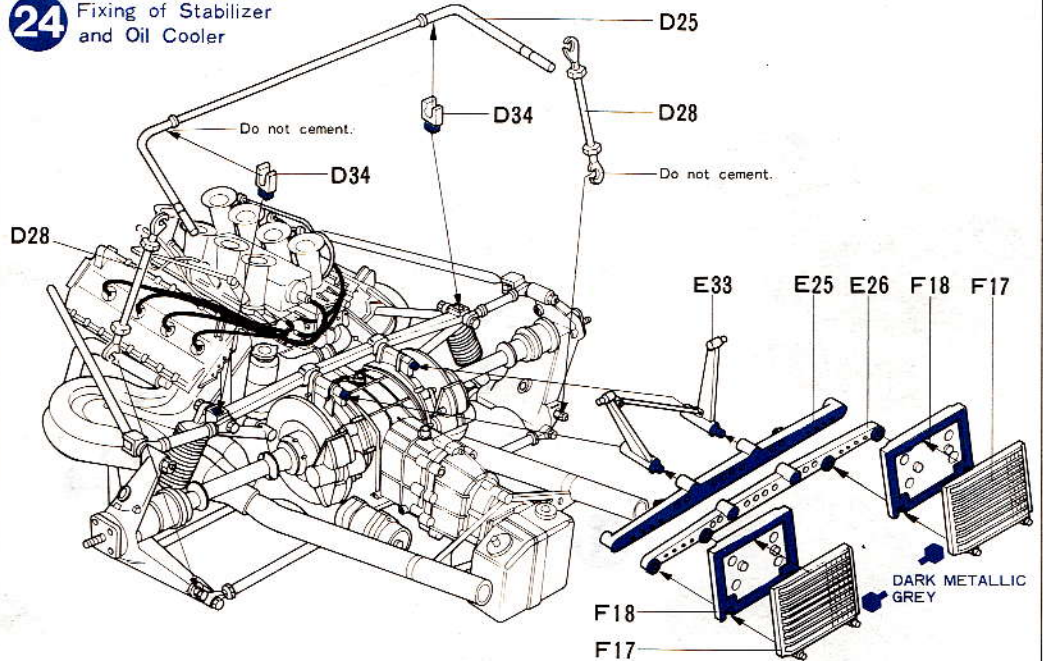
**23** Fixing of Rear Suspension

24 Fixing of Oil Cooler

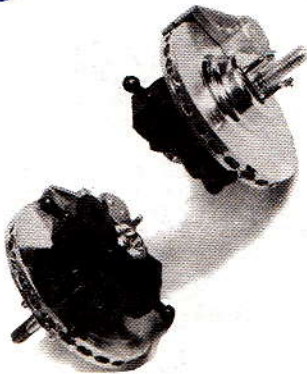
After fixing the Oil Cooler, fix the pipes. Hold the Oil Cooler after fixing with cellophane tape until glue dries.



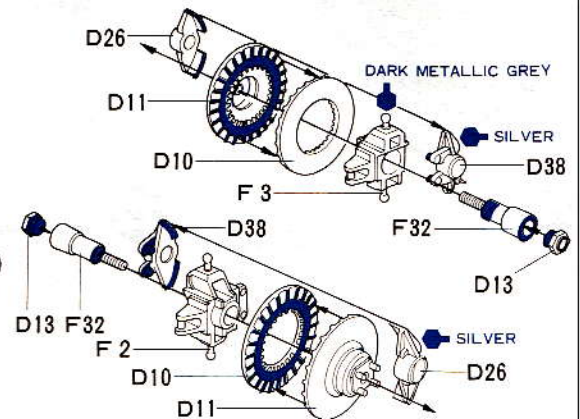
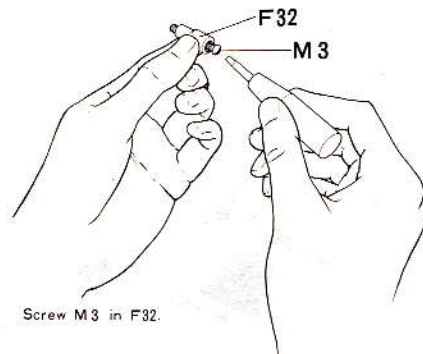
24 Fixing of Stabilizer and Oil Cooler



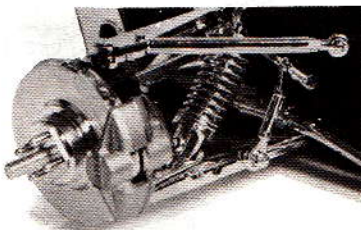
25 Construction of Front Upright



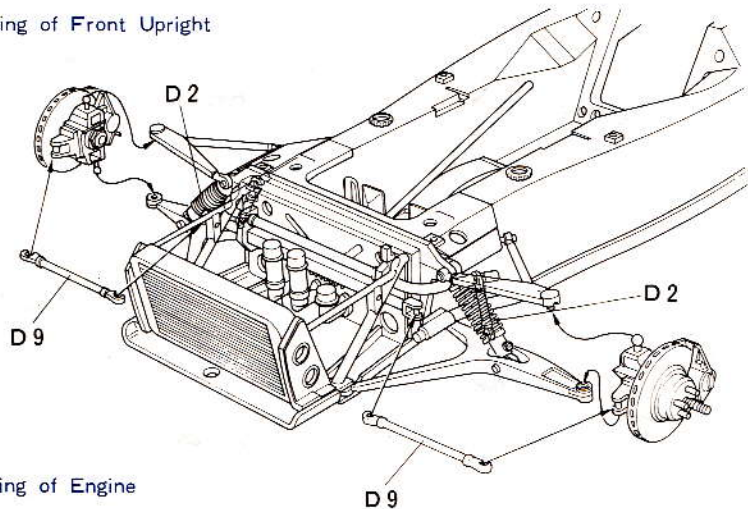
25 Construction of Front Upright



26 Fixing of Front Upright



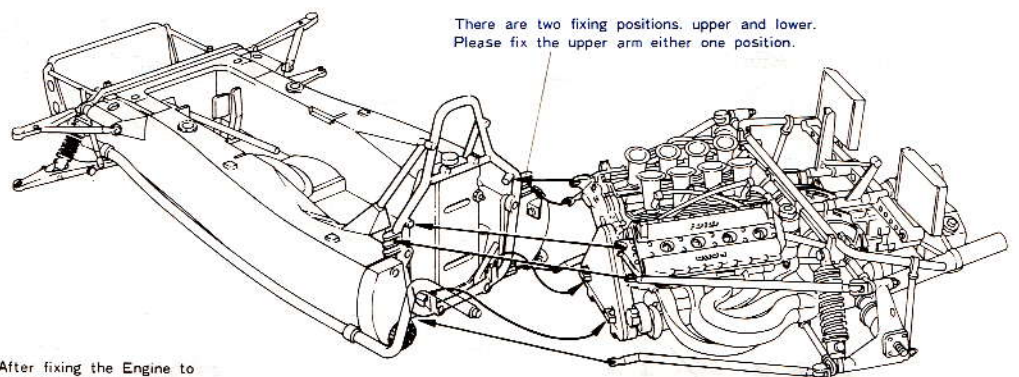
26 Fixing of Front Upright



27 Fixing of Engine

First fix the lower part of Engine to Roll Bar, and then insert the upper part and fix each rod of Suspension.

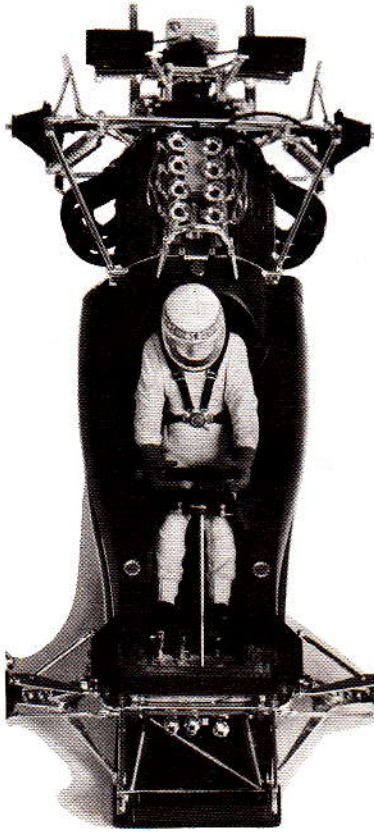
27 Fixing of Engine



After fixing the Engine to Roll Bar, fix each arm.

28 Mounting of Figure

At the same time of mounting figure, fix the Instrument Panel. Apply Decal to the meters.

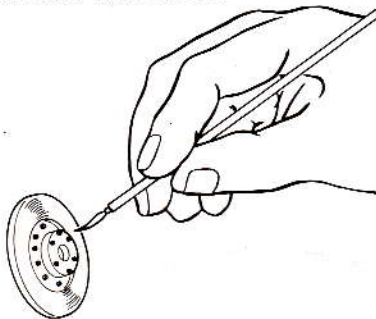
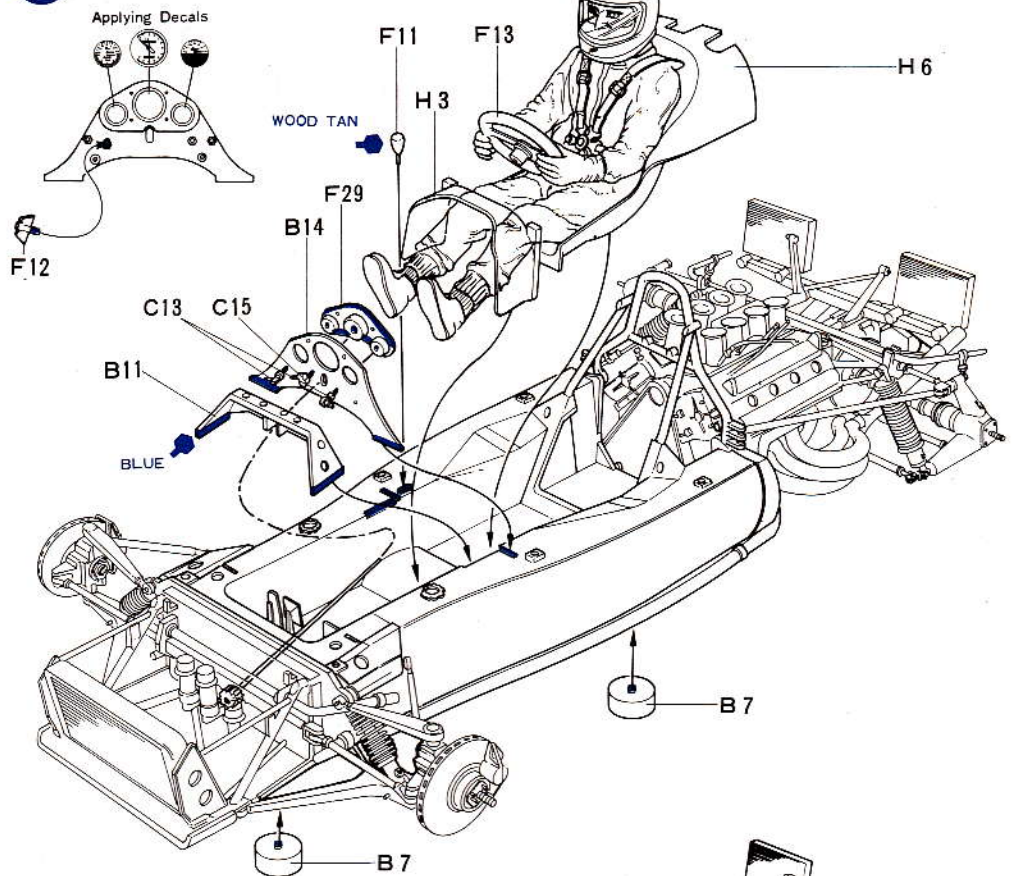
**29** Wiring

Each pipe is to be inserted into the proper position. When the other inserting position of a pipe is not clear, please insert it into the inside of Body.

PAINTING

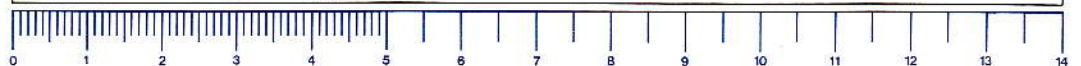
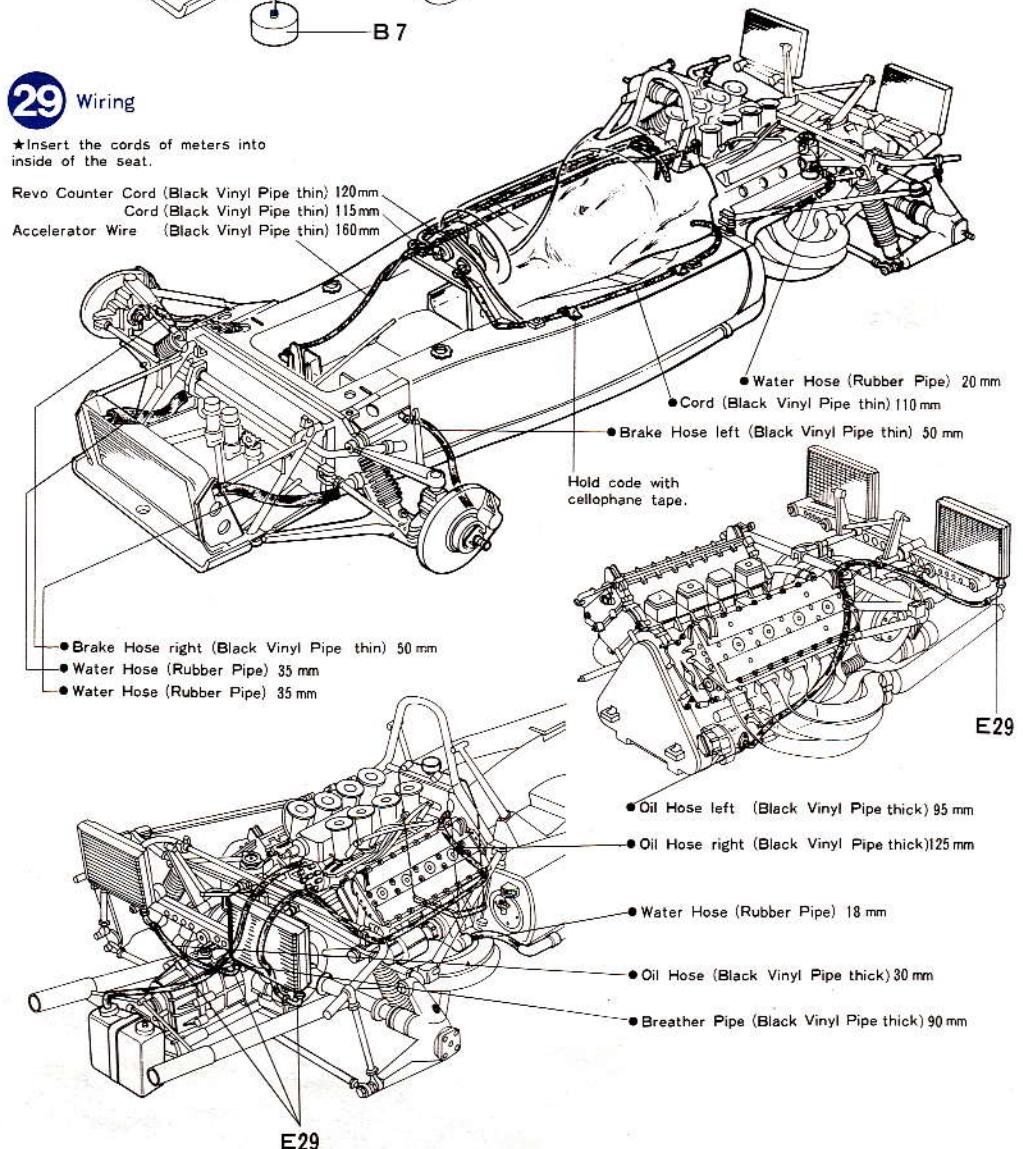
(Painting in Detail)

Increase the realism of your model by painting in your own detail on the engine, discs etc. Use a fine brush to accentuate nuts, bolts etc.

**28** Mounting of Figure**29** Wiring

★Insert the cords of meters into inside of the seat.

Revo Counter Cord (Black Vinyl Pipe thin) 120mm
Cord (Black Vinyl Pipe thin) 115mm
Accelerator Wire (Black Vinyl Pipe thin) 160mm



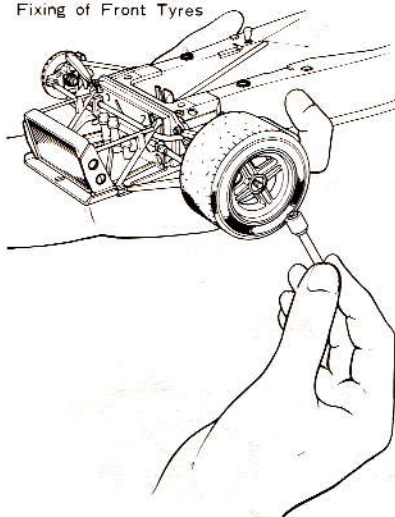
30 Fixing of Upper Body

When fixing of Body, do not use glue. Upper Body is detachable. Before fixing the rear view mirror, apply the decal of car number.

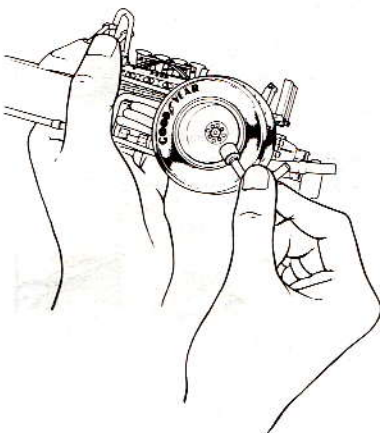
31 Mounting of Tyres

Fix the Tyres with the tool constructed in chart 1.

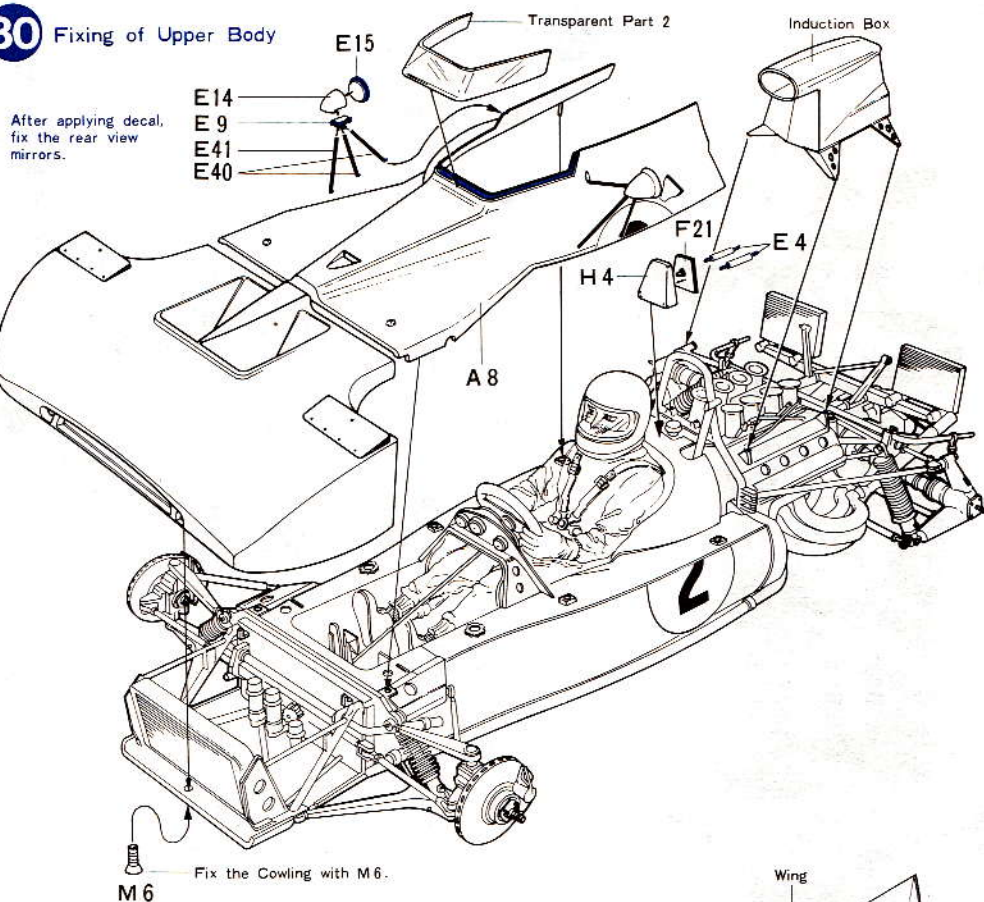
Fixing of Front Tyres



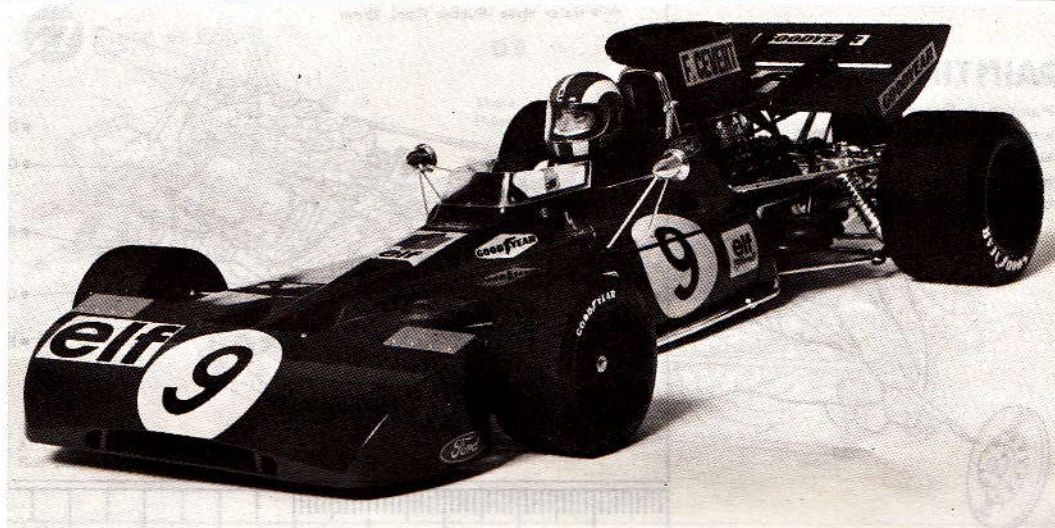
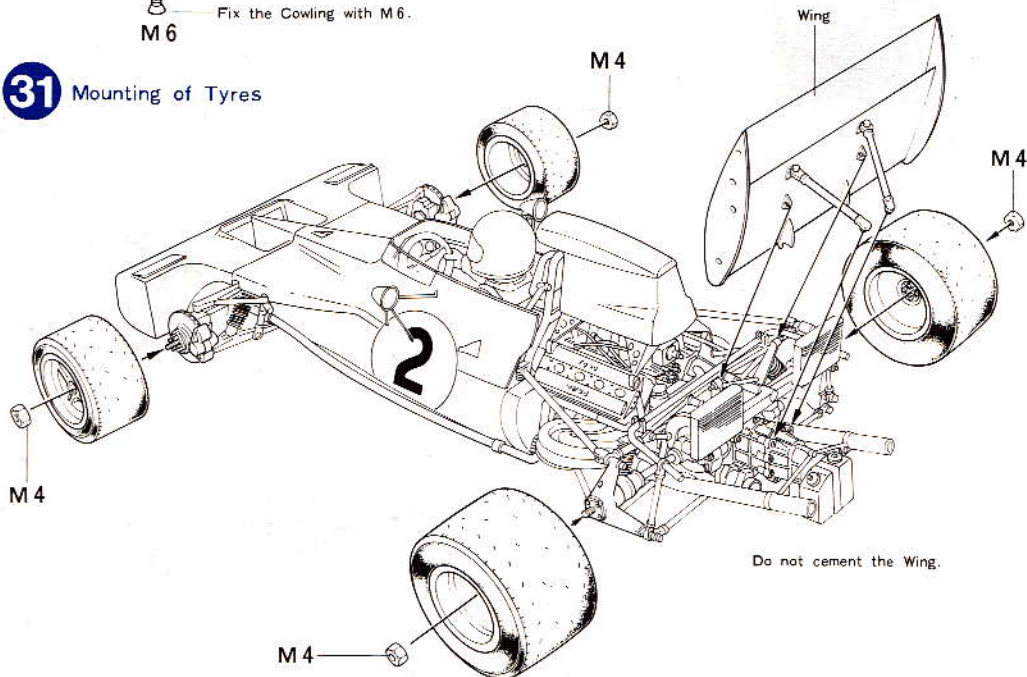
Fixing of Rear Tyres



30 Fixing of Upper Body



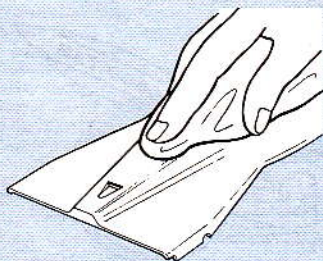
31 Mounting of Tyres



PAINTING APPLYING DECALS

PAINTING

Painting should not be done simply to differentiate parts, but to accentuate the shape and function of each part. You are recommended to use various different colours with this kit and they are listed in columns two and three.



Scrape uneven parts with a sharp knife.

BEFORE PAINTING

Before starting to paint clean the plastic with a soft cloth to remove dust, dirt, stains etc. A neutral cleaner may be used to ensure a really clean surface.

Paint will not cover bad cementing, so this needs removing with either a knife or very fine sand-paper. Also cut or file away any uneven bits of plastic on the parts that may have been caused during moulding. Your model is going to look much better when completed, if you paint as many parts as you can. Small parts and internal parts should be painted while still on the sprue. However parts which fit together can be first constructed, the joining lines smoothed and finally painted, before assembly onto the model. This applies particularly where joining parts are to be painted in the same colour.



Instructions for Brush Painting.

Plastic does not take paint well. It is therefore most important to remove all dust, dirt, stains, etc. The gloss finish on the body of this kit can also serve as an undercoat for further painting. But for a good finish, do not thin the paint more than necessary for smooth covering.

Brush painting of the wider body areas should be evenly applied in either a lengthwise or breadthwise direction. Always remember paint is inflammable.

COLOURS NEEDED FOR THIS KIT

★GLOSS RED
To be used for Cevert's helmet.

★CHROME SILVER
Bright silver to touch up plated parts.

★SILVER
Slightly frosted dull colour for the rough metallic-coloured surfaces.

★METALLIC GREY
Iron or steel colour for reproduction of casting parts.

★DARK METALLIC GREY
Metallic grey tinged with flat black.

★BLUE
To be used for the body and the driver's helmet.

★YELLOW
Required for the transistor box on the rear of the Car.

★IVORY WHITE
White tinged with yellow for painting the driver.

★FLESH
Needed for the drivers face. Add some brown to give extra light and shade to the features.

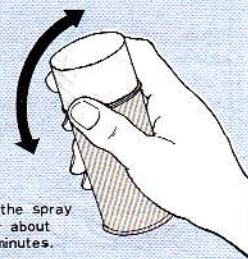
★TAN
A tint of brown. To be painted on the Shift Lever Knob.

★MATT BLACK
To be used for the inside of the body, cockpit etc.

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 20 cm, checking that the paint is properly mixed. When spraying the car body, hold the can about 20 cm from the plastic, moving the can quickly always in the same direction and ensure an even application. A good tip is to imagine you are spray-

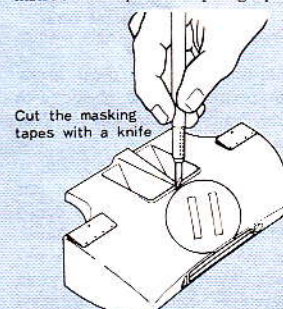
ing a larger surface, i.e. the surrounding newspaper - you will then probably achieve a more even finish.



Shake the spray can for about three minutes.

PAINTING WITH MASKING TYPE

When the paint is completely dry apply masking tape or sticky paper (not cello tape) over the whole area of the body. Draw out the required shape you want onto the paper with a hard pencil, then cut the paper along the lines you have drawn very carefully. Then remove the paper not required to mask the body. Finally press the mask firmly down on to the plastic to ensure it seals it from the paint. Then paint as instructed in previous paragraphs.



Cut the masking tapes with a knife

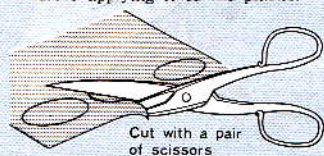
'71 F-1 Grand Prix : Records of Tyrrell Ford

South African GP	8th March	Kyalami	winner
Car Number	1	J. Stewart	retire
2	F. Cevert	retire	
Spanish GP	18th April	Monza	winner
Car Number	11	J. Stewart	7th
12	F. Cevert	retire	
Monaco GP	23rd May	Monte Carlo city	winner
Car Number	11	J. Stewart	retire
12	F. Cevert	retire	
Netherlands GP	20th June	Zandvoort	elf
Car Number	5	J. Stewart	elf
6	F. Cevert	retire	
French GP	1st July	Paul Ricard	
Car Number	11	J. Stewart	
12	F. Cevert		
British GP	18th July	Silverstone	winner
Car Number	12	J. Stewart	retire
German GP	1st Aug	Nurburgring	winner
Car Number	11	J. Stewart	second
12	F. Cevert	retire	
Austrian GP	15th Aug	Zeltweg	retire
Car Number	11	J. Stewart	retire
12	F. Cevert	retire	
Italian GP	13th Sep	Monza	retire
Car Number	2	J. Stewart	elf
3	F. Cevert	retire	
Canadian GP	19th Sept	Montreal	winner
Car Number	11	J. Stewart	retire
12	F. Cevert	retire	
United States GP	3rd Oct	Watkins Glen	winner
Car Number	2	J. Stewart	retire
3	F. Cevert	retire	
4	J. Stewart	fifth	

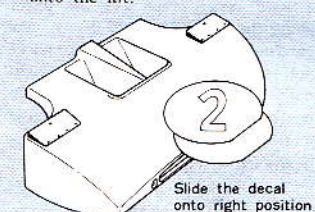
APPLYING DECALS

The illustrations on this page show the positions of the decals. More precise instructions for some decals will be found in the step by step building instructions.

1. Before applying decals clean the surface of the plastic well with a soft cloth.
2. Cut the decal from the decal sheet before applying it to the plastic.



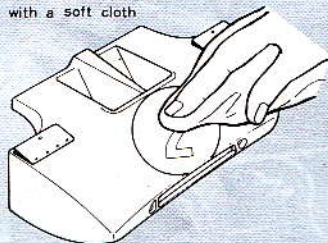
3. Place the decal in water. When the paper wrinkles take it out and place it on a cloth or towel.
4. A minute or two later slide the decal from the paper into position onto the kit.



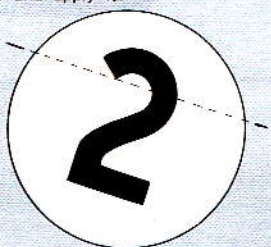
5. You can move the decal gently into position on the plastic with some water on the end of your finger.

6. When in position force any air bubbles out from under the decals and absorb all the water by pressing and gently wiping with a soft cloth. When applying decals to an uneven or curved surface, press a warm moist cloth onto the decal. This will moisten and warm it to ensure a good application onto the plastic.

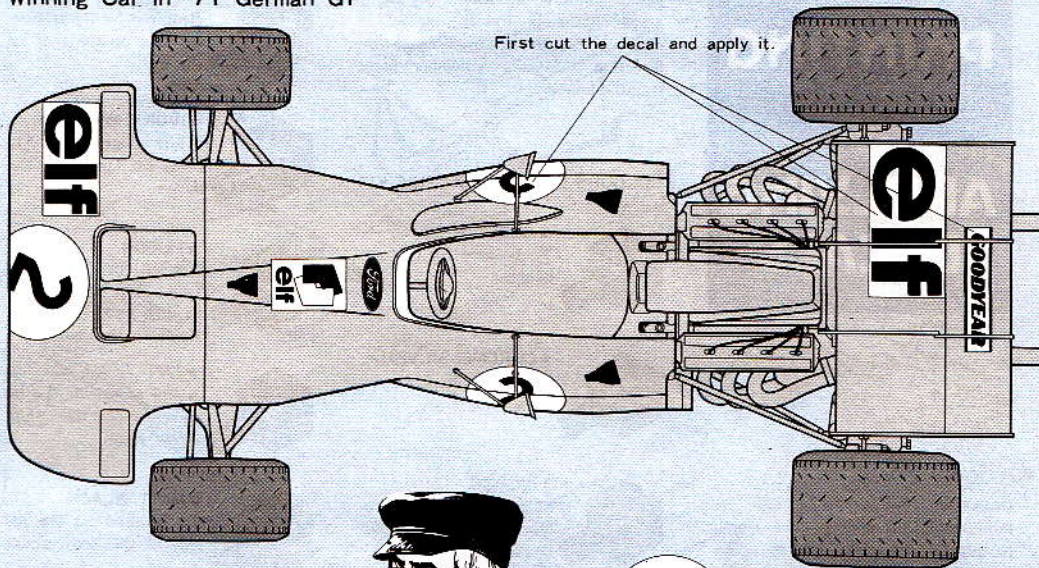
Press the decal down with a soft cloth



First cut the decal at the marked line and apply it.



Winning Car in '71 German GP



Jackie Stewart

12

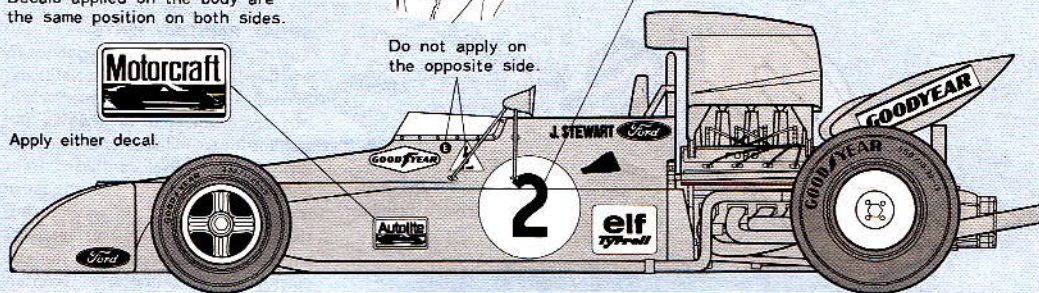
Used in British GP.

Decals applied on the body are the same position on both sides.

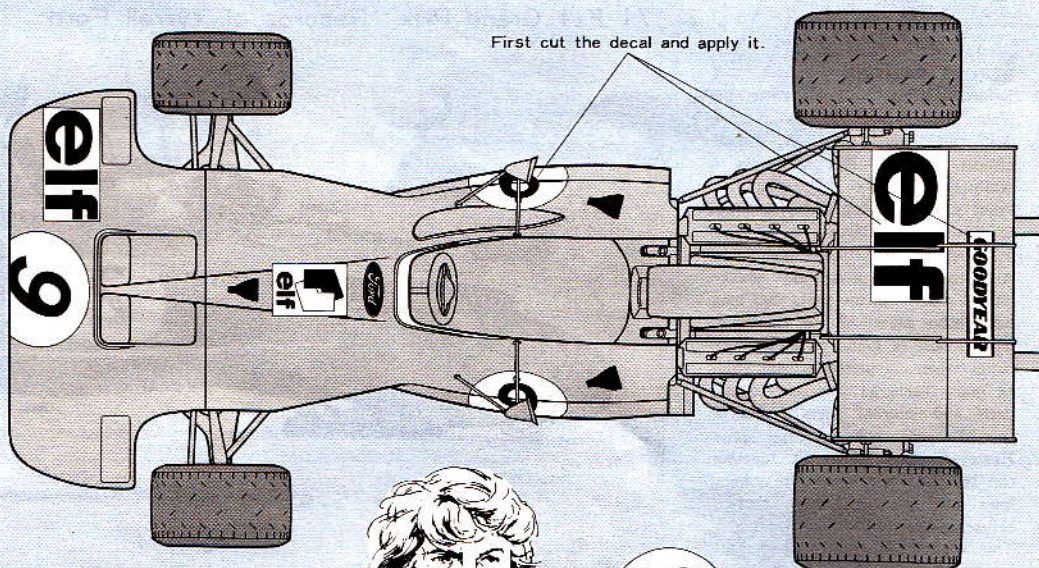


Apply either decal.

Do not apply on the opposite side.



Winning Car in '71 United States GP



Francois Cevert

12

Used in Austrian GP and Canadian GP.

Decals applied on the body are the same position on both sides.



Apply either decal.

Do not apply on the opposite side.



PARTS

A PARTS

1. Wing A
2. Wing B
3. Wing C
4. Wing D
5. Nose Cowling A
6. Wing E
7. Wing F
8. Body Upper

B PARTS

1. Nose Cowling B
2. Wing Support A
3. Wing Support B
4. Body Stopper A
5. Body Stopper B
6. Fuel Reserver Tank A
7. Body Stopper C
8. Nose Cowling Parts Left
9. Nose Cowling Parts Right
10. Bulkhead A
11. Bulkhead B
12. Bulkhead C
13. Bulkhead D
14. Instrument Panel A
15. Fuel Reserver Tank B
16. Body Parts A
17. Rear Brake Disc Stopper A
18. Front Lower Arm Stopper Left
19. Front Lower Arm Stopper Right
20. Cockpit

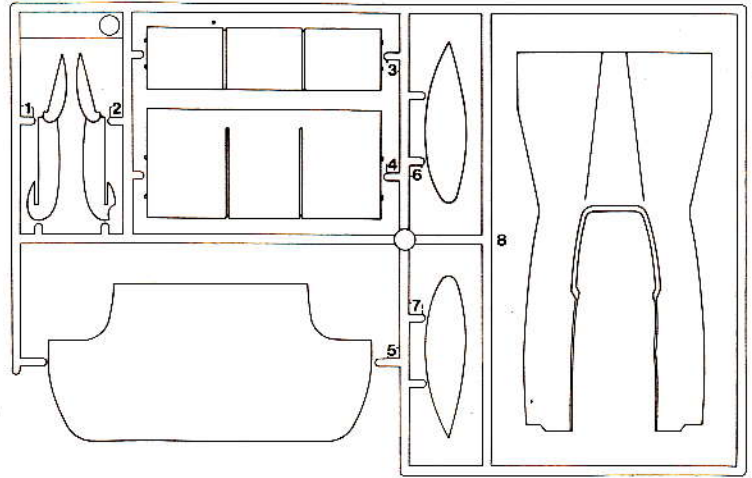
C PARTS

1. Master Cylinder A
2. Master Cylinder B
3. Rear Brake Disc Stopper B
4. Bulkhead E
5. Transmission Upper
6. Transmission Right
7. Transmission Left
8. Transmission Rear A
9. Engine Right
10. Engine Left
11. Transmission Lower
12. Transmission Rear B
13. Meter Cable Joint A
14. Engine Side Parts
15. Meter Cable Joint B
16. Engine Front A
17. Induction Box Lower
18. Oil Pan Lower
19. Oil Pump A
20. Rack Parts
21. Water Pump A
22. Self Starting Motor A
23. Oil Pump B
24. Self Starting Motor B
25. Water Pump B
26. Oil Pump C
27. Self Starting Motor C
28. Water Pump C
29. Engine Front B
30. Engine Upper
31. Engine Rear
32. Oil Pan Left
33. Oil Pan Right
34. Throttle Plate Right
35. Throttle Plate Left
36. Oil Catch Tank A
37. Oil Catch Tank B
38. Oil Pump D
39. Transmission Rear C
40. Fuel Injection Pump A
41. Fuel Injection Pump B

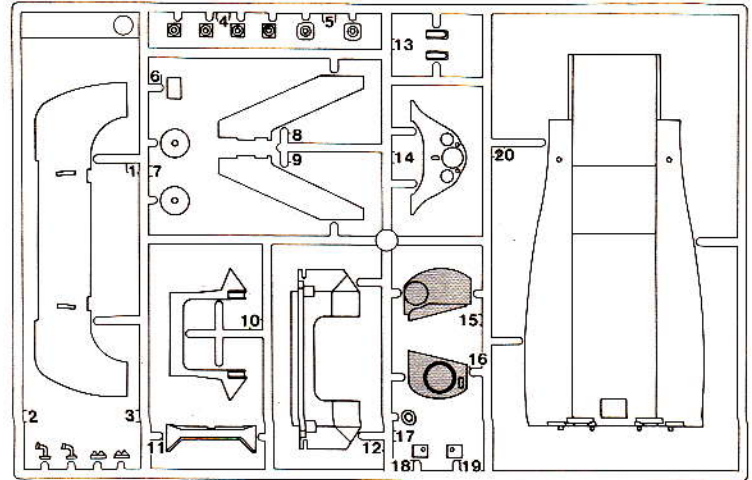
D PARTS

1. I Arm
2. Front Stabilizer Rod
3. Front Stabilizer
4. Front Upper Arm Ball Seat
5. Front Upper Arm Left
6. Front Upper Arm Right
7. Rack
8. Front Shock Absorber A
9. Lead Arm
10. Brake Disc Front A
11. Brake Disc Front B
12. Front Shock Absorber B
13. Center Lock Nut
14. Front Shock Absorber C
15. Front Lower Arm Ball Seat
16. Rear Upright Parts A
17. Rear Upright Parts B
18. Oil Cleaner
19. Fuel Cleaner
20. Front Lower Arm Left
21. Front Lower Arm Right
22. Fuel Injection Pump C
23. Rear Shock Absorber A
24. Rear Shock Absorber B
25. Rear Stabilizer
26. Disc Brake Caliper A
27. Center Lock Wrench A
28. Rear Stabilizer Rod
29. Gear Shift Rod
30. Brake Disc Rear
31. Rear Shock Absorber C
32. Radius Lower Arm Right
33. Radius Lower Arm Left
34. Rear Stabilizer Support
35. Center Lock Wrench B
36. Radius Upper Arm
37. Disc Brake Caliper B
38. Disc Brake Caliper C
39. Sub Frame A
40. Parallel Arm

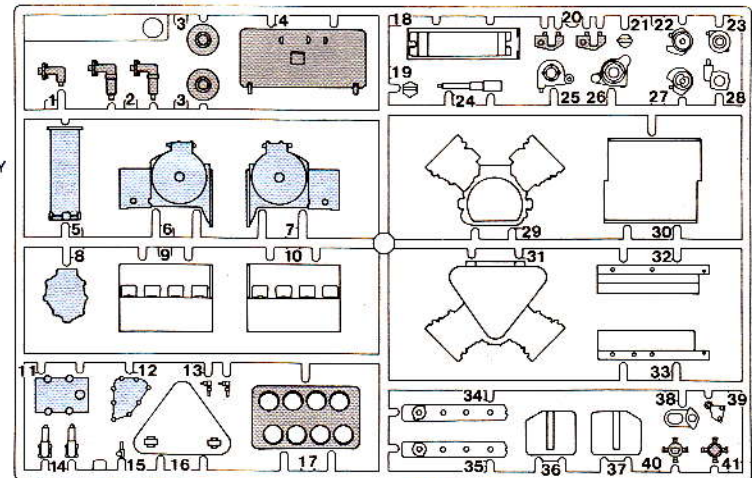
A PARTS



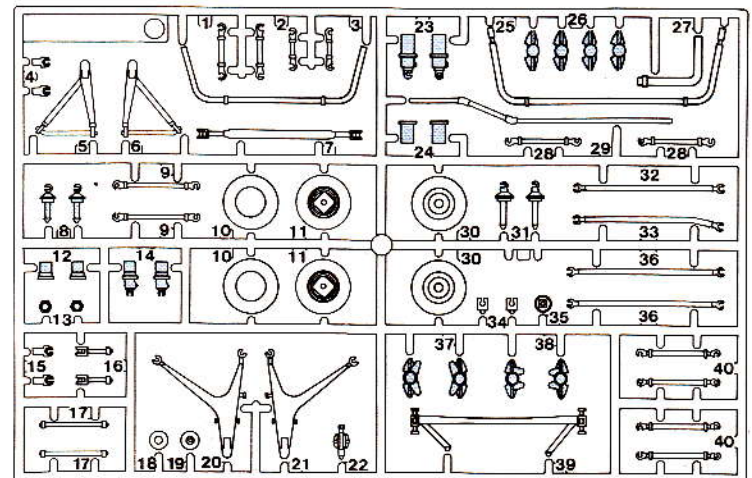
B PARTS



C PARTS



D PARTS



PARTS

E PARTS

1. Water Pipe Left
2. Fuel Cap
3. Water Reserver Tank Cap
4. Headrest Parts
5. Oil Catch Tank Cap A
6. Oil Catch Tank Cap B
7. Oil Tank Cap
8. Roll Bar A
9. Rear View Mirror A
10. Injection Nozzle A
11. Injection Nozzle B
12. Air Funnel
13. Master Cylinder Cap
14. Rear View Mirror B
15. Rear View Mirror C
16. Radiator Arm Left
17. Radiator Arm Right
18. Exhaust Pipe A
19. Sub Frame B
20. Sub Frame C
21. Wing Support Arm A
22. Exhaust Pipe B
23. Exhaust Pipe C
24. Exhaust Pipe Joint
25. Oil Cooler Arm A
26. Oil Cooler Arm B
27. Water Reserver Tank A
28. Water Reserver Tank B
29. Oil Hose Joint
30. Electro Magnet Pump
31. Ignition Box
32. Spoiler
33. Wing Support Arm B
34. Roll Bar B Right
35. Roll Bar B Left
36. Pedal A
37. Pedal B
38. Pedal C
39. Water Pipe Right
40. Rear View Mirror Support Arm A
41. Rear View Mirror Support Arm B

F PARTS

1. Half Shaft
2. Front Upright Left
3. Front Upright Right
4. Rear Upright A
5. Rear Upright B
6. Rear Upright C
7. Sub Frame D
8. Rear Upright D
9. Rear Upright E
10. Automatic Fire Extinguisher
11. Shift Lever Knob
12. Ignition Switch
13. Steering Wheel
14. Sub Frame E
15. Body Parts B
16. Body Parts C
17. Oil Cooler A
18. Oil Cooler B
19. Cam Cover Left
20. Cam Cover Right
21. Headrest A
22. Stand A
23. Ignition Coil
24. Distributor A
25. Oil Tank A
26. Oil Tank B
27. Radiator A
28. Radiator B
29. Instrument Panel B
30. Distributor B
31. Rear Wheel Stopper
32. Front Disc Stopper
33. Stand B
34. Universal Joint A
35. Universal Joint B

G PARTS

1. Pedal Parts
2. Exhaust Pipe D
3. Exhaust Pipe E
4. Exhaust Pipe F
5. Exhaust Pipe G
6. Induction Box Right
7. Front Wheel A
8. Front Wheel B
9. Rear Wheel A
10. Rear Wheel B
11. Induction Box Support A
12. Induction Box Support B
13. Exhaust Pipe H
14. Exhaust Pipe I
15. Exhaust Pipe J
16. Exhaust Pipe K
17. Induction Box Left

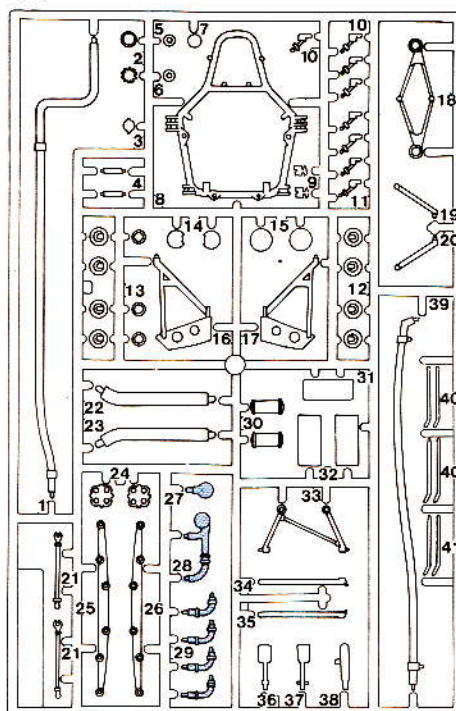
H PARTS

1. Steering Shaft Stopper
2. Body Stopper D
3. Cockpit Parts
4. Headrest B
5. Half Shaft Rubber
6. Seat

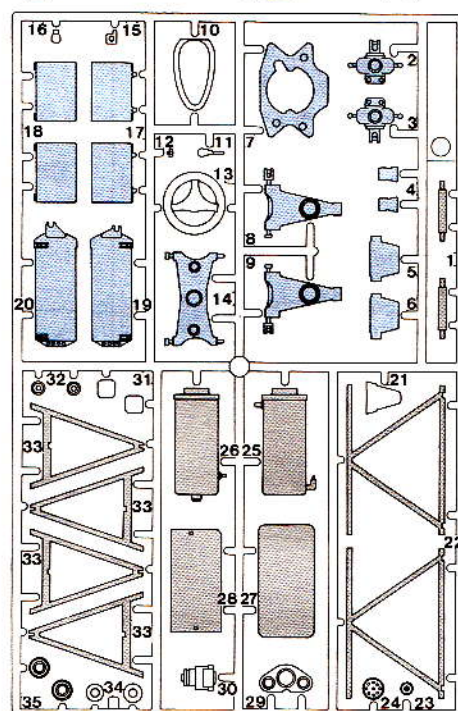
M PARTS

1. Coil Spring (long)
2. Coil Spring (small)
3. 2mm Screw (long)
4. 2mm Nut
5. 2mm Screw (short)
6. Screw (small)
7. Shaft with pinion

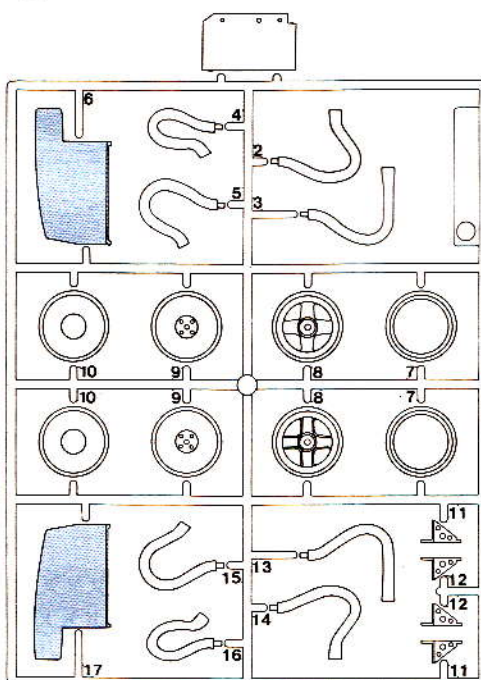
E PARTS SILVER



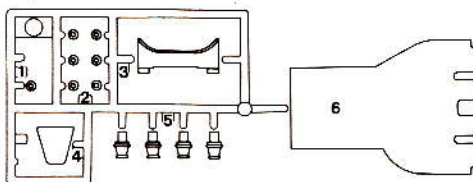
F PARTS DARK METALLIC GREY BLACK



G PARTS FLAT BLACK



H PARTS



TRANSPARENT PARTS

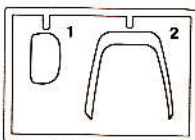
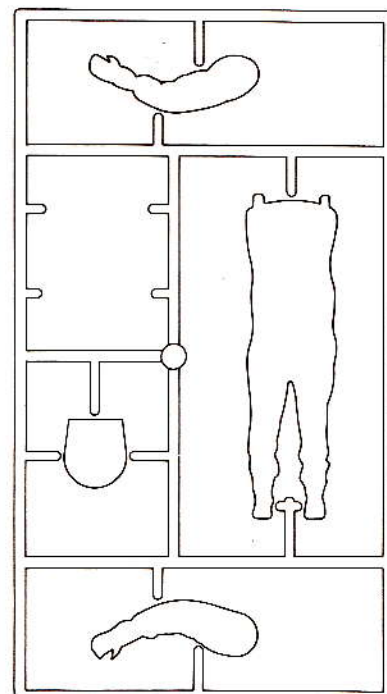


FIGURE PARTS



M PARTS

