

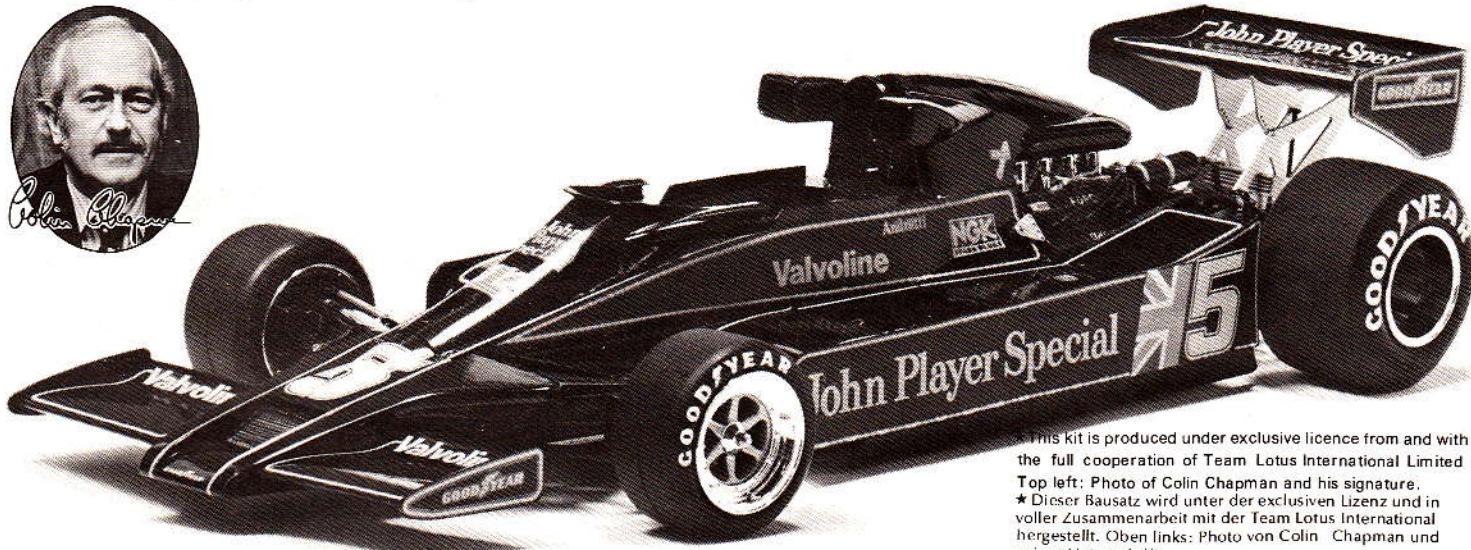
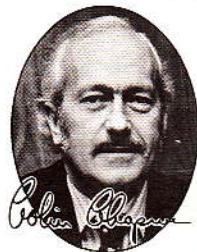
TEAM LOTUS J.P.S.Mk.III

1:12 SCALE

Length 381mm ◉ SUPER DETAILED FORD DFV ENGINE
 Width 171mm ◉ MOVABLE FRONT & REAR SUSPENSION
 Height 76mm ◉ STEERABLE FRONT WHEELS
 ◉ DETACHABLE BODY PANELS

BIG SCALE 20★ TAMIYA

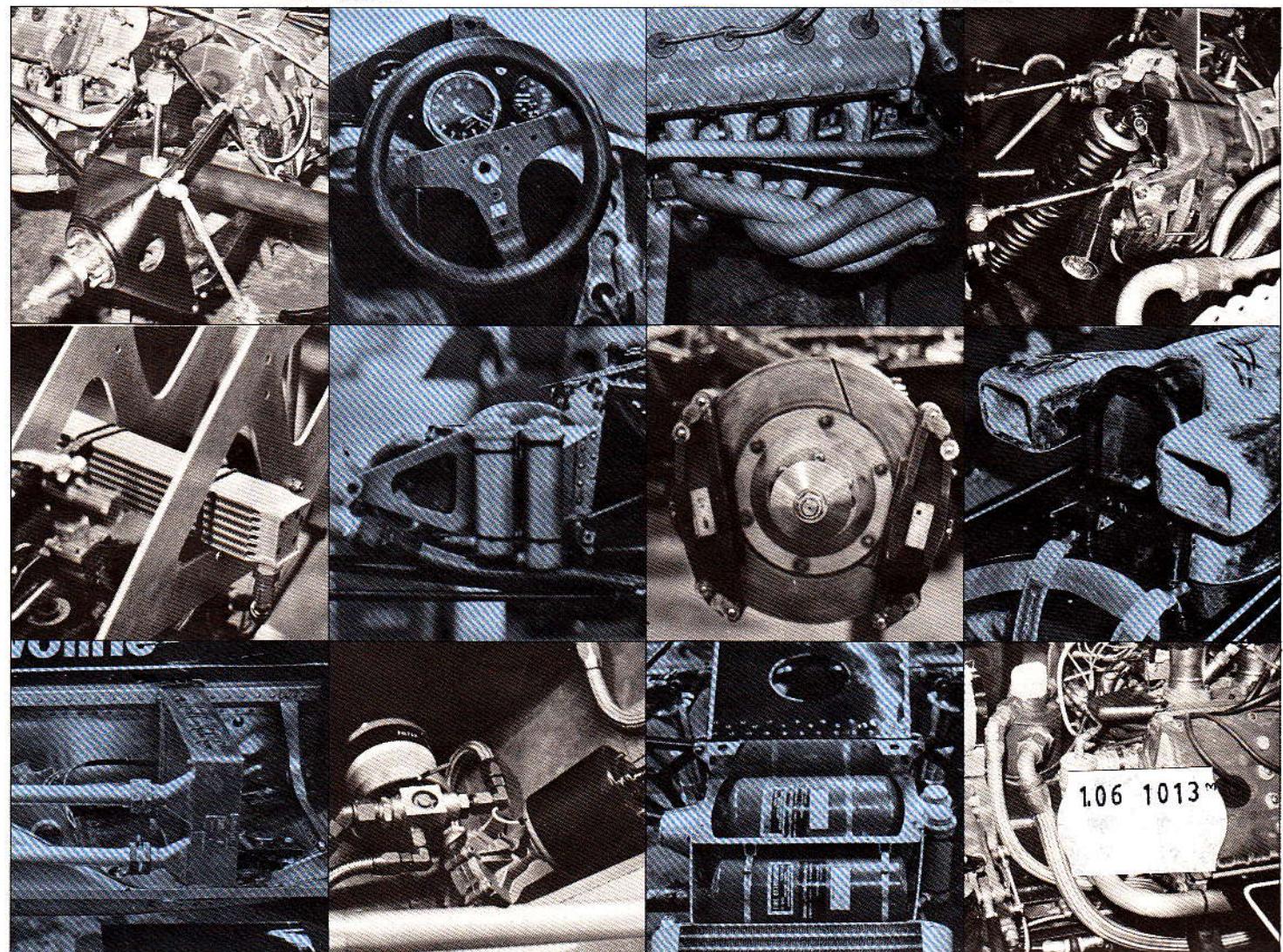
TAMIYA PLASTIC MODEL CO.
 828, OSHIKA SHIZUOKA-CITY, JAPAN.



This kit is produced under exclusive licence from and with the full cooperation of Team Lotus International Limited.

Top left: Photo of Colin Chapman and his signature.

* Dieser Bausatz wird unter der exclusiven Lizenz und in voller Zusammenarbeit mit der Team Lotus International hergestellt. Oben links: Photo von Colin Chapman und seiner Unterschrift.



TEAM LOTUS JPS Mk. III



1/12 LOTUS 78 (JPS Mk III)

In 1974 Team Lotus were most anxious to develop the successor to their highly regarded and winning Lotus 72. However, the new model designated the Lotus 76, proved to be unworthy of the name Lotus, and much to their chagrin Lotus were forced again into racing with their old 72's. Then in 1976 the Type 77 was introduced. After much perseverance and with frequent and various improvements this car was raced without success until the last Grand Prix of the season - the Japanese. This race was destined to be the most critical of the season. All eyes were focused not on Lotus, but on McLaren and their driver, James Hunt, and on Ferrari and Niki Lauda. These two drivers were locked in a "no holds barred" conflict for the World Championship which the Japanese Grand Prix was to settle. In appalling conditions of torrential rain the race was started and after only one lap Lauda drove into the pits to retire, claiming that the conditions were too bad, thus leaving James Hunt to finish and to win the Championship, which, of course, he did. But the winner of the race was the veteran American driver Mario Andretti in the Lotus Car that was the forerunner of the new Lotus 78. Throughout the 1976 season determined Andretti realised that in the Lotus 77 he had a potential world beater and, much to his credit and to the persistence of Colin Chapman and his team of dedicated engineers and designers, and in spite of many set backs, this realisation is now coming true.

Successful Grand Prix racing is becoming far more of a precise and exact affair. With costs soaring, sponsors are asking more and more of the car manufacturers, and with most teams using the same engine and the same tyres, more precise research on the aerodynamics and function of each part of the car is necessary to achieve the sponsors winning demands. Chapman, out of necessity, was forced in 1975 to go back to the basics of car design and was among the first of the British teams to set up his own design and development section, which is installed in an old Norfolk country stately mansion near to Norwich. Some fifteen months later the Lotus 78 was launched to the world press at the Royal Garden Hotel in London. This new car was received with mixed reactions by the press and it

is not until now, some seven months and several Grands Prix later, that the results have so far shown once more to the world that Team Lotus is a force to be reckoned with.

Results to-date 1977 World F1 Championship:

ARGENTINE GRAND PRIX

Practice: Andretti 8th fastest but wrecked his car and drove Nilsson's car for race.
Race Placing: Andretti 5th.

BRAZILIAN GRAND PRIX

Practice: Andretti 3rd, Nilsson 10th
Race Placing: Andretti retired electrical trouble.
Nilsson 5th.

SOUTH AFRICAN GRAND PRIX

Practice: Andretti 6th, Nilsson 10th
Race Placing: Andretti retired (accident) Nilsson 12th.

U.S.A. GRAND PRIX WEST

Practice: Andretti 2nd, Nilsson 16th
Race Placing: Andretti 1st, Nilsson 8th.

SPANISH GRAND PRIX

Practice: Andretti 1st, Nilsson 12th
Race Placing: Andretti 1st, Nilsson 5th.

MONACO GRAND PRIX

Practice: Andretti 10th, Nilsson 13th
Race Placing: Andretti 5th, Nilsson retired with gearbox trouble.

BELGIUM GRAND PRIX

Practice: Andretti 1st, Nilsson 3rd
Race Placing: Andretti retired (accident) Nilsson 1st.

SWEDISH GRAND PRIX

Practice: Andretti 1st, Nilsson 8th
Race Placing: Andretti 6th, Nilsson retired with wheel bearing trouble.

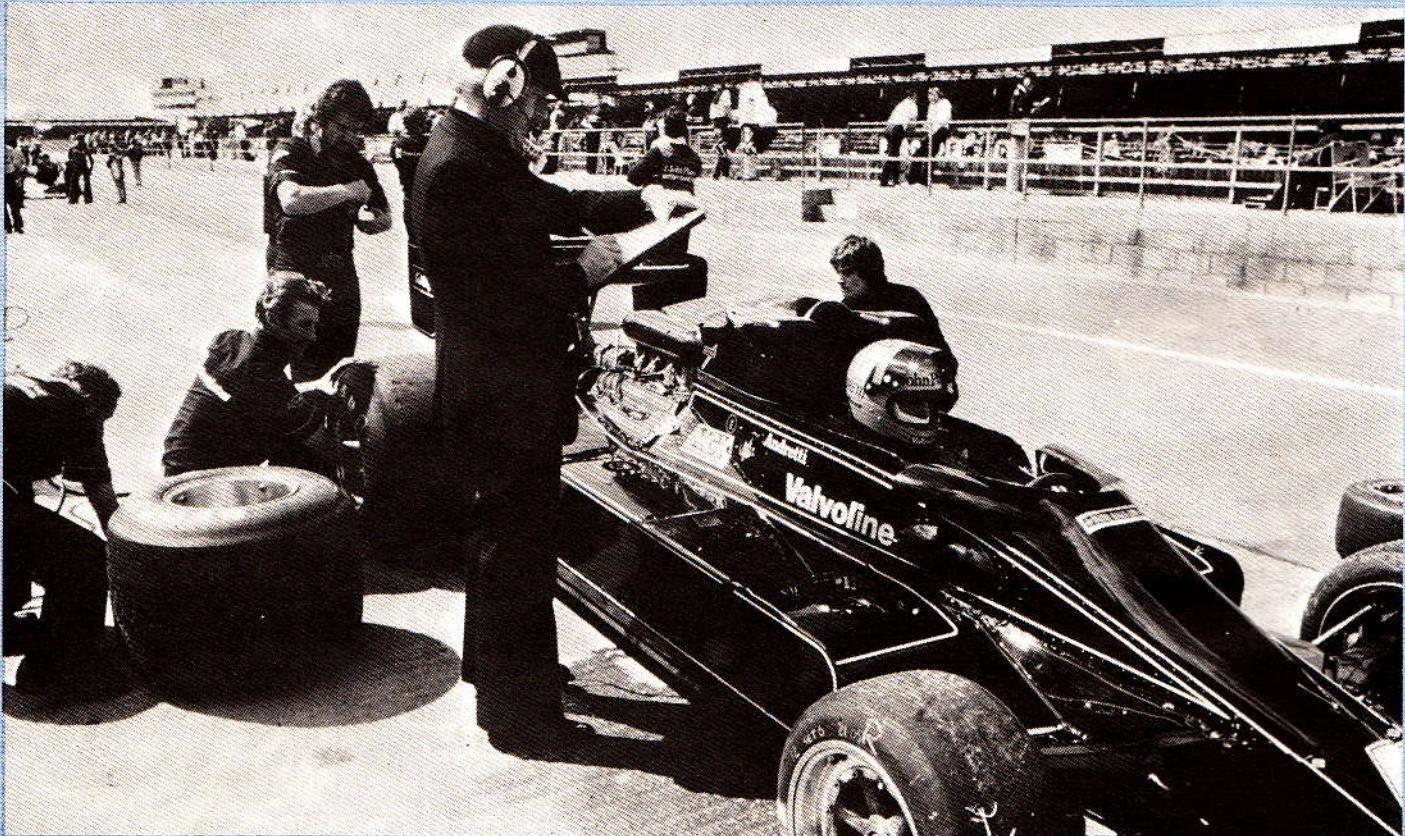
FRENCH GRAND PRIX

Practice: Andretti 1st, Nilsson 3rd
Race Placing: Andretti 1st, Nilsson 4th

These results are most encouraging and Team Lotus are confident of again reclaiming the

Constructors Championship and of having their drivers figure prominently in the F1 Drivers Championship again. For sheer determination and innovation Team Lotus are now superb. Many different variations of possible improvements are taken to each race meeting and tried during testing until the best combination is arrived at. One of the improvements between the Type 77 and Type 78 lies in the shape and positioning of the radiators and fuel tanks mounted each side of the body, giving an improved aerodynamic shape and greater down-thrust. Throughout the design of the 78, especial attention has been paid to the ease of driving and maintenance and to the body shape. Colin Chapman now claims that it is not now possible to design F1 cars simply by inspiration and that great team work and effort is necessary to achieve even the slightest improvement. However, "good luck" is still an important ingredient to any racing team.

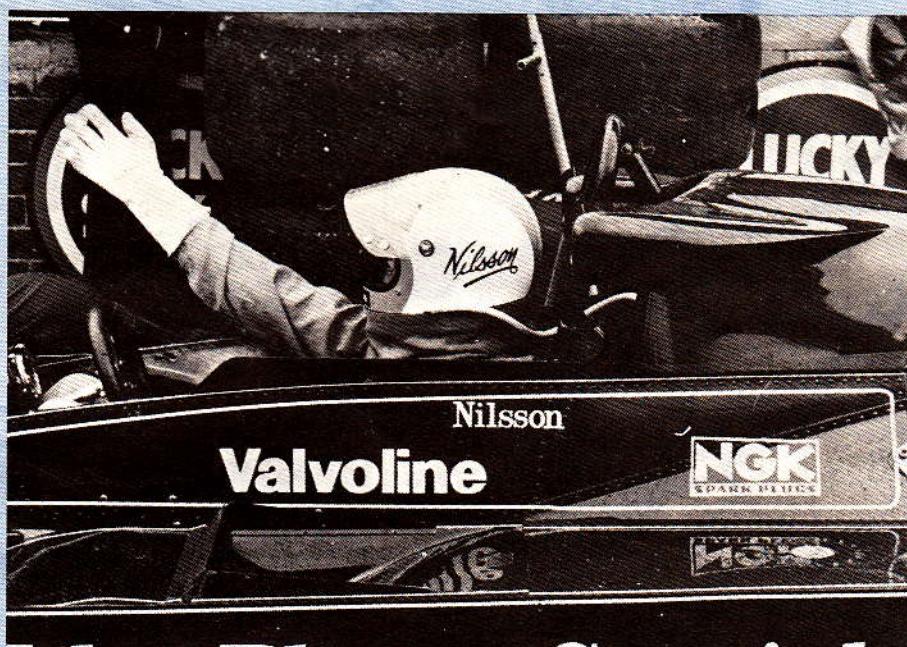
Team Lotus was established by Colin Chapman after World War II just as were most English Sports Car makers. Chapman was born in London on 19th May, 1928. He studied engineering at University College, London, and in 1948 his first car was a 1937 Morris 8 Tourer, a present from his father. The young Chapman, with the help of another young man, Rodney Nuckey, made their first Special from a 1930 Austin 7 Fabric Saloon. This car Registered Number DD 3493, was further transformed from a Trials Special to become the Lotus Mk. I, called "Lotus" because the Lotus is said to induce sleep, which the long dark hours of work on this car certainly did to its young creators. The Lotus Mk. II was by now being built and obsession with cars increased when Chapman joined the R.A.F. Now commissioned and trained to "Wings" standard, Chapman raced the Mark II with a Ford Engine successfully in amateur trials for some time. In 1949 he left the R.A.F. and in 1951 the Lotus Mark III appeared. Its success was instant. As a result of the great interest shown in his cars, January 1st 1952 saw the formation of Lotus Engineering. From a stable owned by his father in Hornsey, London, Chapman made and sold components, and eventually Lotus Engineering produced their Mark VI production car.



Main Specification

Chassis Light alloy monocoque
 Length 4543mm
 Height 920mm
 Wheel base 2743mm
 Engine Ford Cosworth DFV V8 2993cc

Transmission Hewland FG400 5-speed
 Tyre Good Year
 Front: 13inch x 10 - x 11
 Rear: 13inch x 18 - x 19

**1/12 Lotus 78 (JPS Mk III)**

1974 war das Lotus Team besorgt, den Nachfolger für ihren gewinnbringenden Lotus 72 zu bauen. Das als Lotus 76 bezeichnete Fahrzeug war jedoch nicht wert, den Namen Lotus zu tragen und das Team musste mit ihren alten 72' Wagen antreten. 1976 wurde dann das Modell 77 vorgestellt. Mit viel Ausdauer und häufigen, verschiedenen Verbesserungen wurde der Wagen ohne Erfolg gefahren - bis zum letzten Rennen der Saison - dem Grand Prix von Japan. Es war das kritischste Rennen, das alle Augen auf McLaren - James Hunt und Ferrari - Niki Lauda bannte - nur nicht auf Lotus.

Unter erschreckenden Bedingungen in einem Giessbach ähnlichen Regen gingen die Wagen an den Start. Der Vordermann war durch die Wasser-Fontainen überhaupt nicht zu sehen und aus diesem Grunde ging Niki Lauda nach der ersten Runde an die Boxen. James Hunt fuhr weiter und holte die Punkte für den Titel.

Der Sieger des Rennens aber war der, außer sich vor Freude, Amerikaner Mario Andretti auf Lotus, dem Vorläufer des neuen Lotus 78.

Andretti wusste die ganze Saison 76 dass er mit dem Lotus 77 einen denkbaren Weltmeister fuhr, und durch die Beharrlichkeit Colin Chapman's mit seinem Team eingeweihter Technicker, trotz vieler Rückschläge, der Erfolg kommen musste.

Erfolgreiche Grand Prix Rennen wird immer mehr eine Angelegenheit von Präzision und Genauigkeit.

Mit steigenden Kosten verlangen die Sponsoren von den Wagenherstellern immer mehr um bessere Plätze zu erreichen.

Chapman musste 1975 auf die Basis zurückgehen und vollkommen neue Entwürfe machen. Erwartet unter den ersten britischen Teams, welche ihr eigenes Entwicklungsteam hatte - in einem alten Herrenhaus in Norfolk in der Nähe von Norwich.

Rund 15 Monate später wurde der Lotus 78 der Welt Presse vorgestellt.

Dieser Wagen wurde von der Presse mit gemischten Reaktionen aufgenommen und bis jetzt - sieben Monate später - nach einigen Grand Prix Rennen zeigten die Ergebnisse, dass das Team Lotus eine Stärke ist, mit der man rechnen muss. Lotus hat nun die Hersteller Meisterschaft im Auge und auch die Fahrer sehen eine Möglichkeit, die Fahrer Weltmeisterschaft wieder zu gewinnen. Viele verschiedene Verbesserungen werden bei jedem Rennen vorgenommen um immer besser fahren zu können.

Der ganze Entwurf des Lotus 78 zeigt, dass grösste Aufmerksamkeit gelegt wurde auf das leichte Fahren und auf die Wartung wie auch auf die ganze Silhouette.

aus einem 1930 Austin 7 PKW. Dieser Wagen mit der No. DD 3493 wurde weiter umgebaut von einem Versuchswagen in den Lotus Mk. I. Die langen dunklen Stunden - die zu Schlaf verführen - welche die beiden jungen Männer an der Arbeit verbrachten, führte zu dem Namen "Lotus". Ein altes Sprichwort sagt, dass die Lotusblüte zu Schlaf verführt.

Der zweite Lotus Mk. II wurde gebaut und als Chapman in die R.A.F. eintrat, wurde sein Interesse an Autos zur Besessenheit. Chapman fuhr seinen Wagen in Amateur Rennen mit einer Ford Maschine.

1949 verließ Chapman die R.A.F. und bereits 1951 erschien der Lotus Mark III, mit grossem Erfolg. Das Interesse an seinem Wagen war sehr gross und bereits am 1. Januar 1952 wurde die Lotus Engineering Company gegründet.

In einem Stall, der seinem Vater gehörte, in Hornsey, London baute Chapman Teile und verkaufte diese, er produzierte auch dort seinen Mark IV.

Ergebnisse der 1977 Weltmeisterschaft Formel 1

Grand Prix	Training	Rennen	
		Andretti	Nilsson
Argentinien	8.Platz	+ A +	5.Platz
Brasilien	3.Platz	10.Platz	+ B +
South Africa	6.Platz	10.Platz	+ C +
U.S.A. West	2.Platz	16.Platz	1.Platz
Spanien	1.Platz	12.Platz	1.Platz
Monaco	10.Platz	13.Platz	5.Platz
Belgien	1.Platz	3.Platz	+ D +
Schweden	1.Platz	8.Platz	+ E +
Frankreich	1.Platz	3.Platz	6.Platz
			+ F +
			1.Platz
			4.Platz

+ A + Andretti zwar Schnellster, fuhr jedoch seinen Wagen zur Schnecke - im Rennen nahm er dann Nilsson's Wagen und wurde 5.

+ B + Andretti hatte im Rennen Electroschaden und musste aufgeben.

+ C + Andretti musste wegen Unfall aufgeben.

+ D + Nilsson musste wegen Getriebeschäden aufgeben.

+ E + Andretti musste wegen Unfall aufgeben.

+ F + Nilsson musste wegen Radlagerschäden aufgeben.



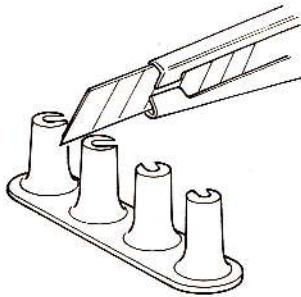


★ Study the instructions and photographs before commencing assembly.
 ★ You will need a sharp knife, a screwdriver, a file and a pair of pliers.
 ★ Do not break parts away from sprue, but cut off carefully with a pair of pliers.
 ★ Use glue sparingly. Use only enough to make a good bond. Apply cement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

★ Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.
 ★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwickeln. Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.
 ★ Abziehbilder vorsichtig von der Unterlage im Wasser abschließen, auf richtigen Sitz achten und gut trocknen lassen.

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

Chromeschicht an Klebestellen entfernen.

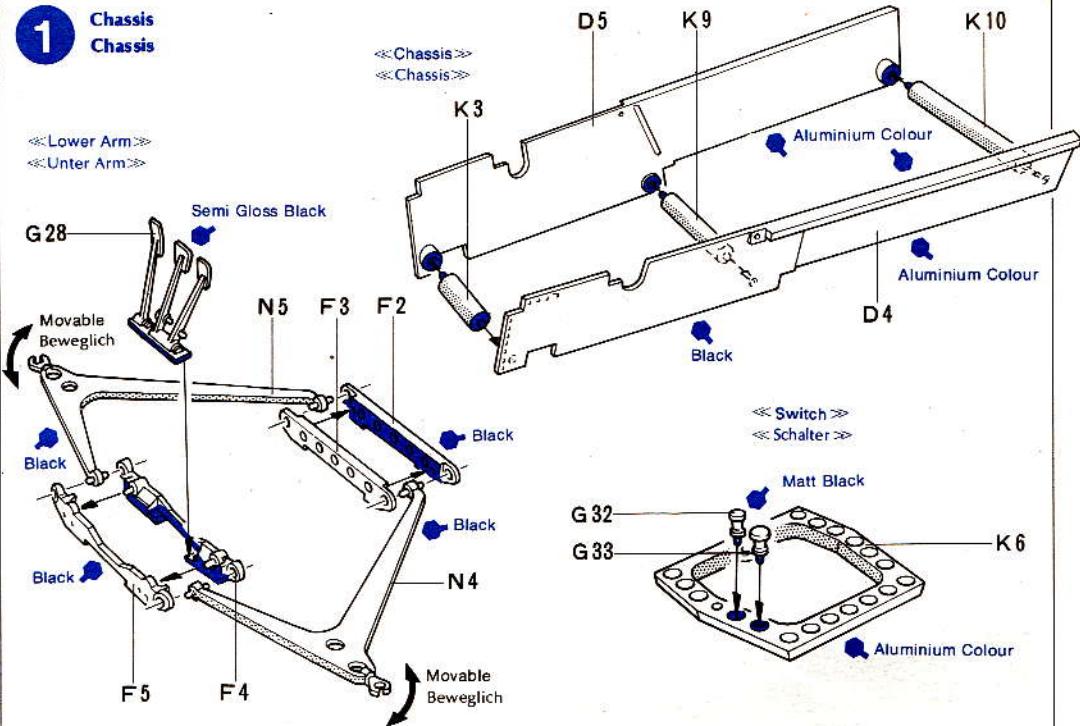


2 <<Fixing of Lower Arm>>

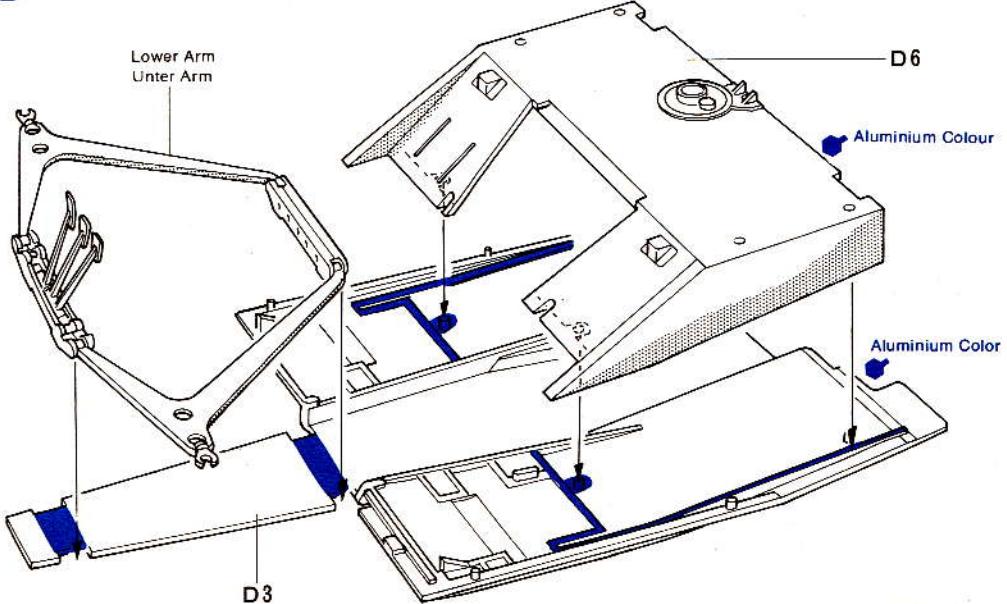
<<Unter Arm Einbau>>

Fasten with cellophane tape temporarily.
 Mit Tesa zum Trocknen festhalten.

1 Chassis Chassis

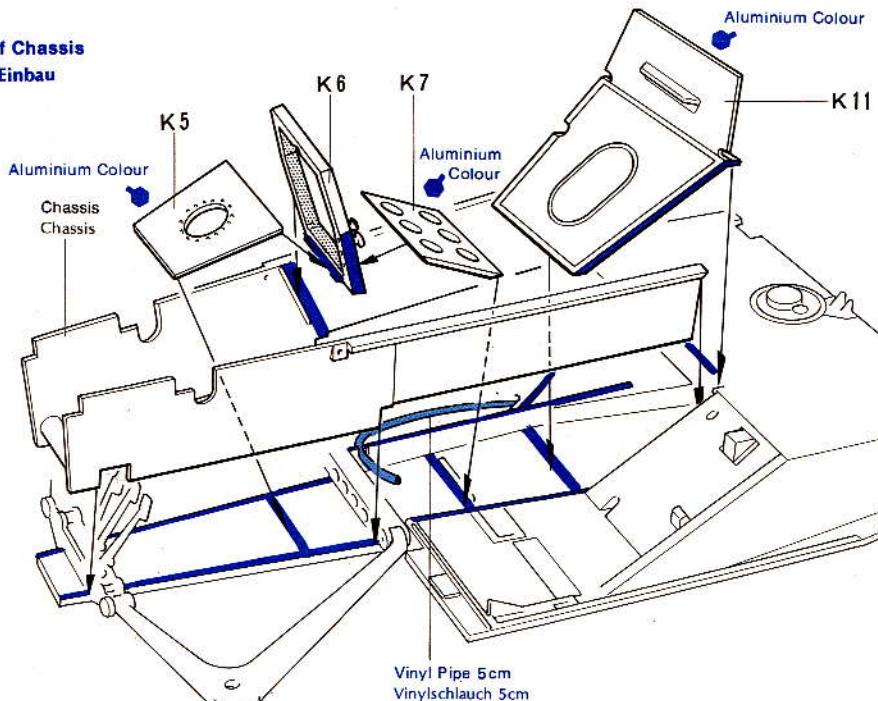
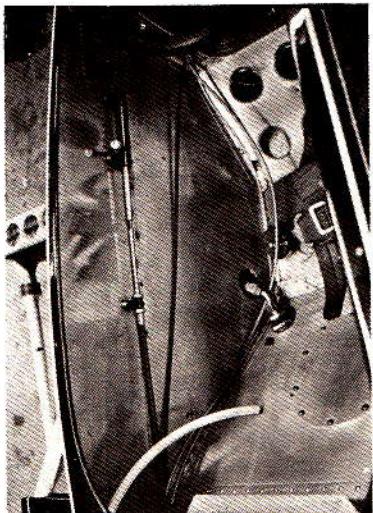


2 Fixing of Lower Arm Unter Arm Einbau



3 Fixing of Chassis Chassis Einbau

Use enough cement to make a strong bond.
 Auf festen halt achten.

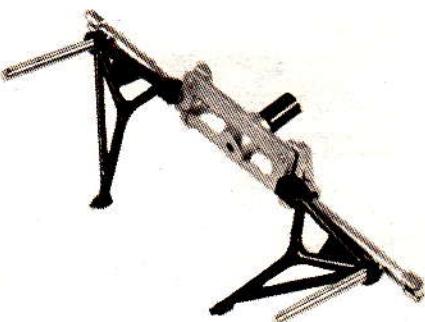


4 <<Steering Gear Box>>

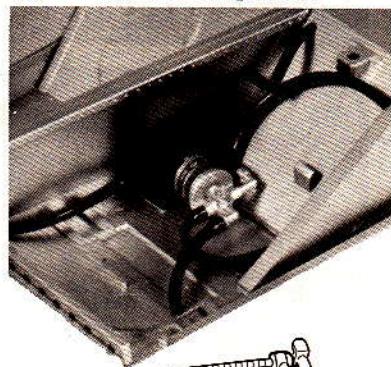
<<Lenkgetriebe>>

N8 and N9 are movable. Make sure the proper parts are cemented to each, before assembly.

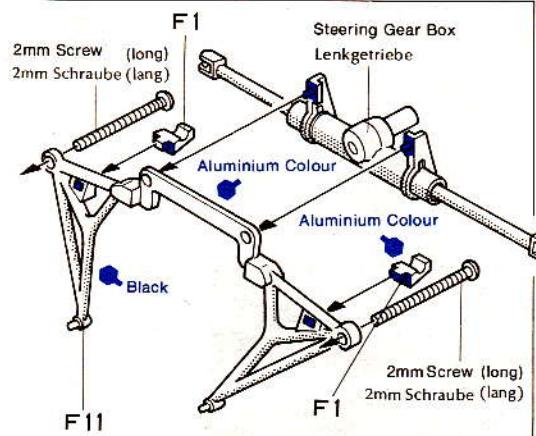
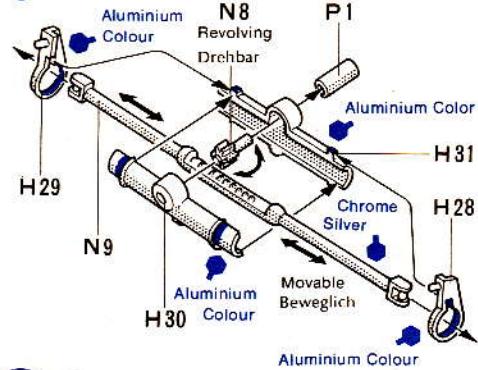
Teil N8 und Teil N9 sind beweglich.
Kein Klebstoff auf beweglich Teile.



6 <<Fixing of Steering Gear Box>>

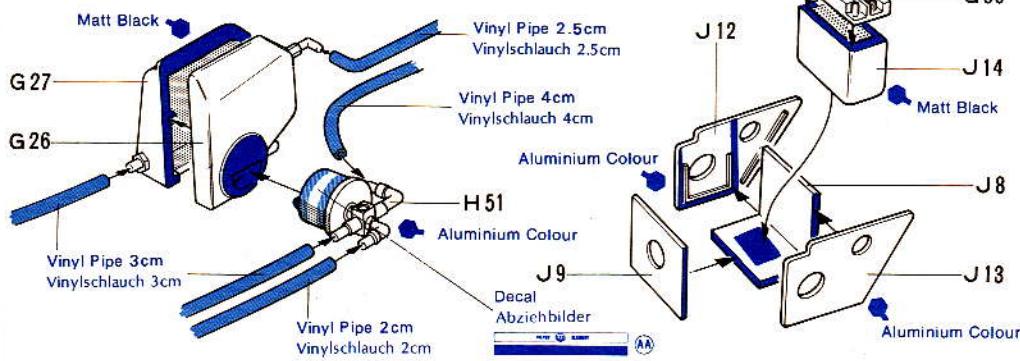


4 Steering Gear Box Lenkgetriebe

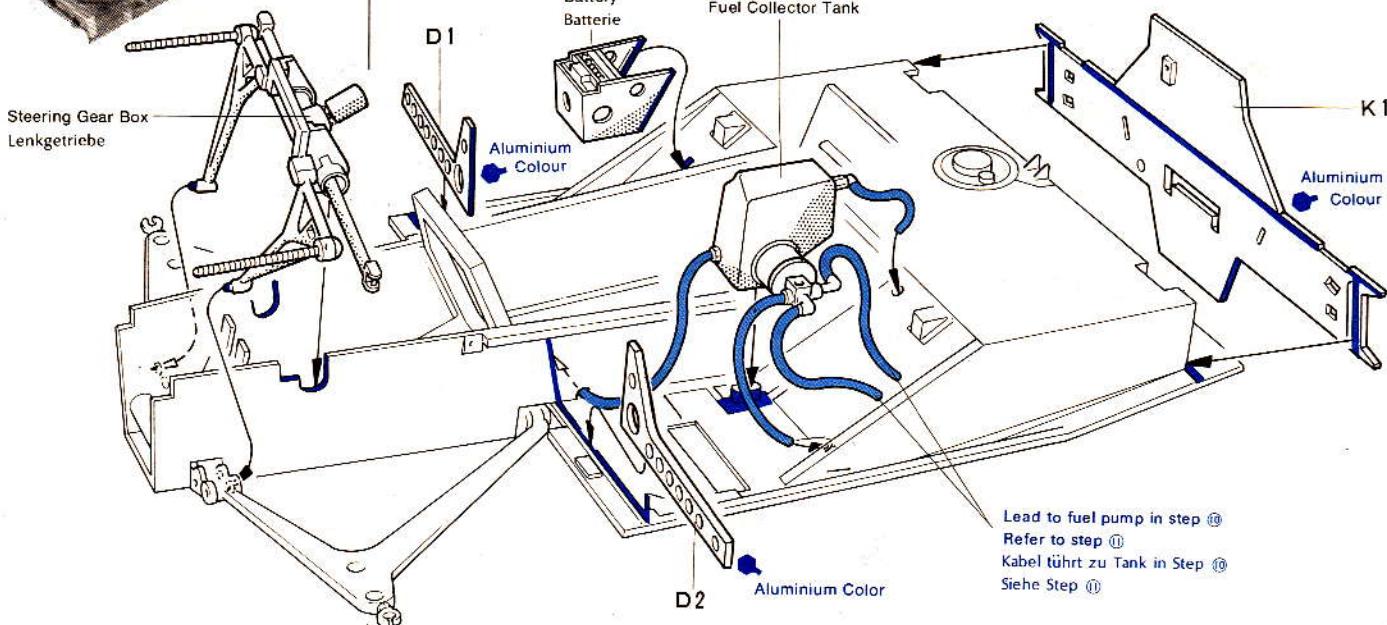


5 Battery Batterie

<<Fuel Collector Tank>>



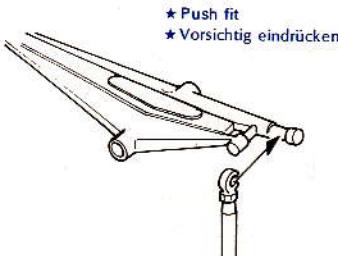
6 Fixing of Steering Gear Box Einbau der Lenkgetriebe



7 <<Upper Arm>> <<Achsarm>>

After cementing H16 and H17 pass through coil spring. Then insert N6 into H16 and H17.

H16 und H17 zusammenklappen, Feder aufstecken und N6 eindrücken.



* Push fit
* Vorsichtig eindrücken

7 Upper Arm Achsarm

<<Front Damper>> <<Vord. Stoßdämpfer>>

Make 2 sets
2 Satz

N6
Matt Black

Coil Spring (short)
Spiralfeder (kurz)

H16
Aluminium Colour

<<Right>>
<<Rechts>>

F6
Black

N2
Black

F10
Black

Front Damper
Vord. Stoßdämpfer

<<Left>>
<<Links>>

N2
Black

F7
Black

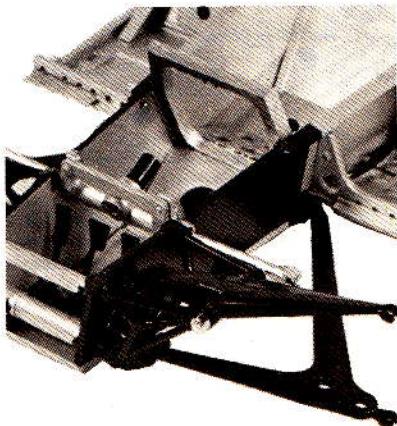
F9
Black

8 <<Fixing of Upper Arm>>

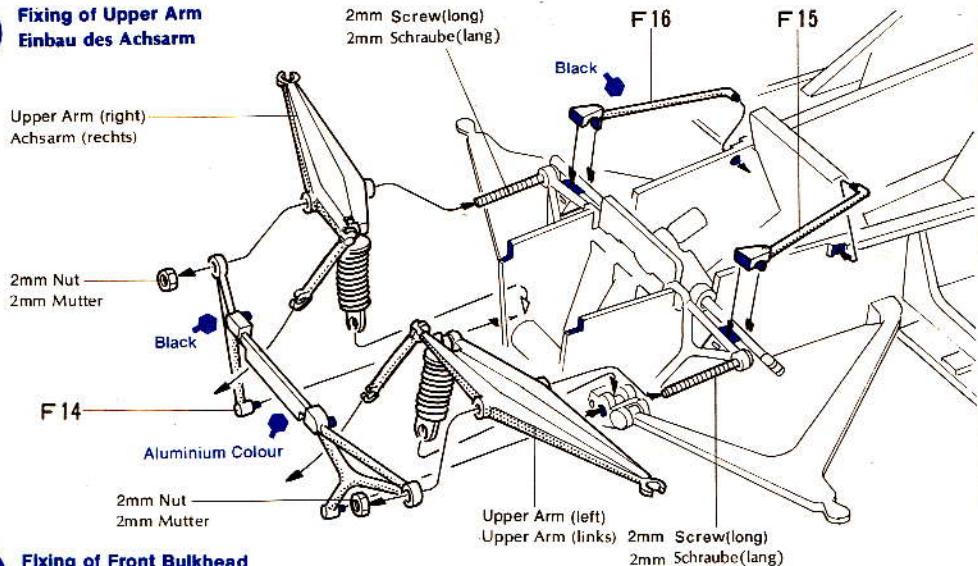
<<Einbau des Achsarm>>

Mack sure the proper parts are cemented to each, before assembly.

Kein Klebstoff auf bewegliche Teile.



8 Fixing of Upper Arm Einbau des Achsarm



9 <<Fixing of Front Bulkhead>> Einbau der Feuerwand

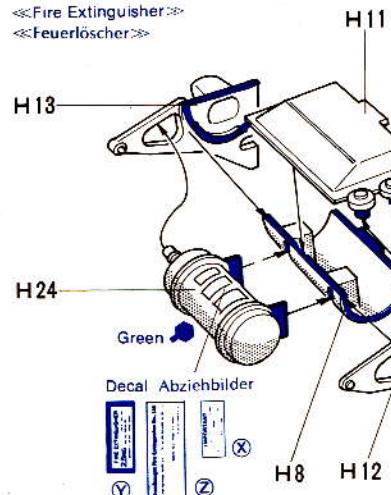
<<Front Bulkhead>>

<<Feuerwand>>

N7: Do not cement

N7: Nicht kleben

<<Fire Extinguisher>>
<<Feuerlöscher>>

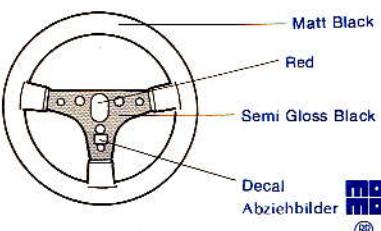


10 <<Cockpit>> Fahrersitz

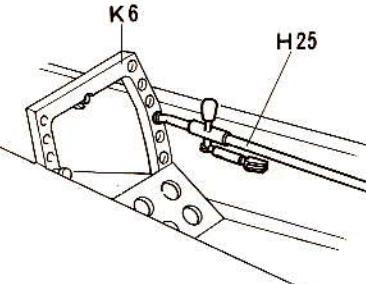
Attach H1 to K6 without using cement.

H1 nur einstecken, nicht kleben.

<<Marking (Steering Wheel)>>
<<Markierung (Lenkrad)>>

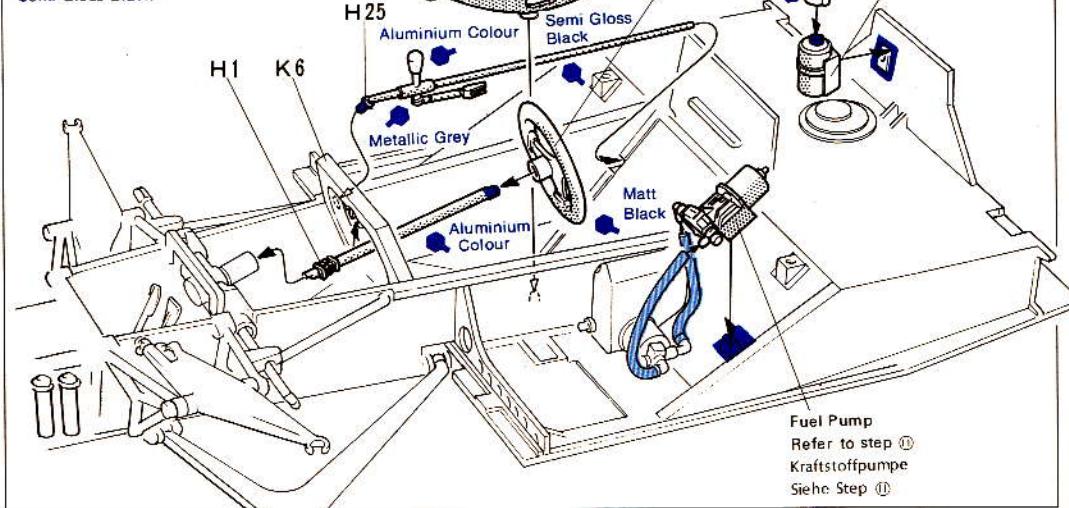
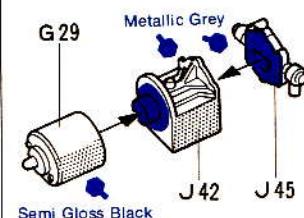


<<Shift Lever>>
<<Schalthebel>>

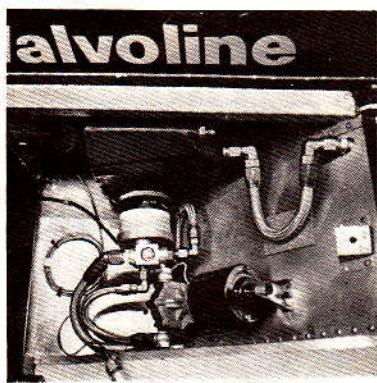
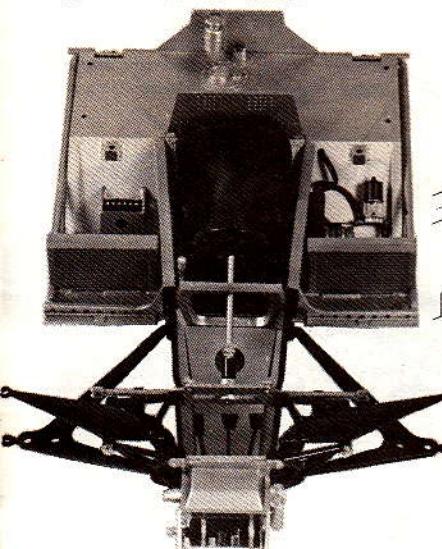


10 Cockpit Fahrersitz

<<Fuel Pump>>
<<Kraftstoffpumpe>>

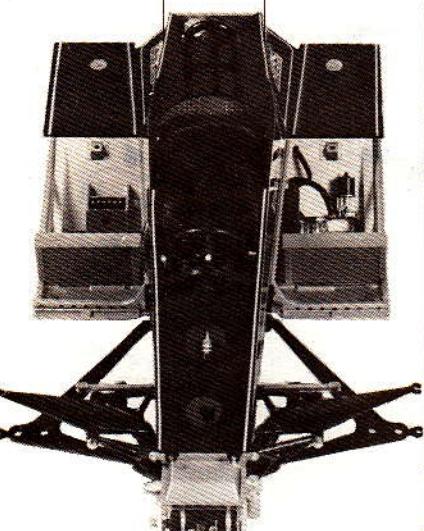
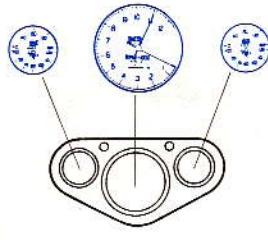
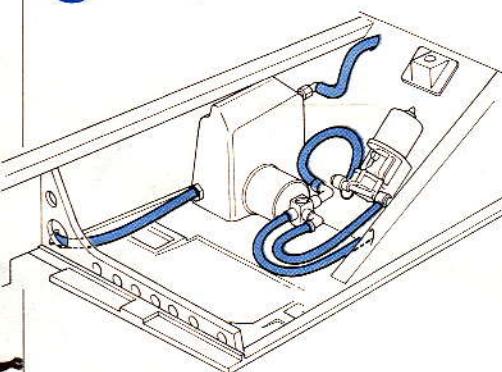
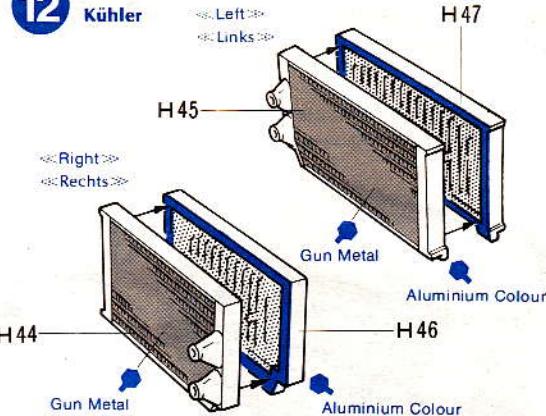
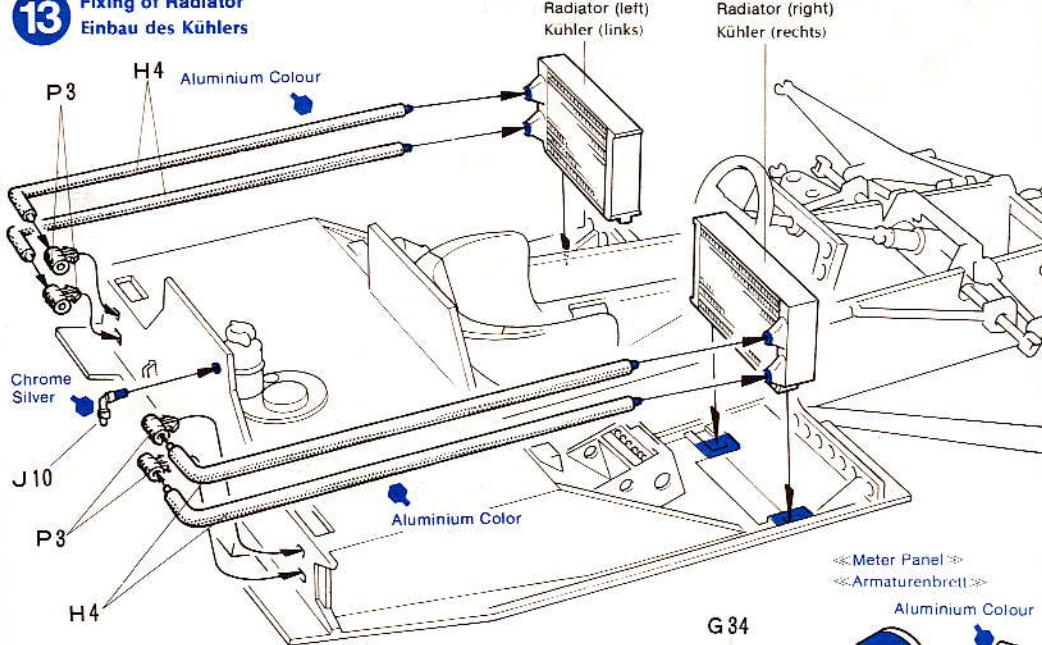


13

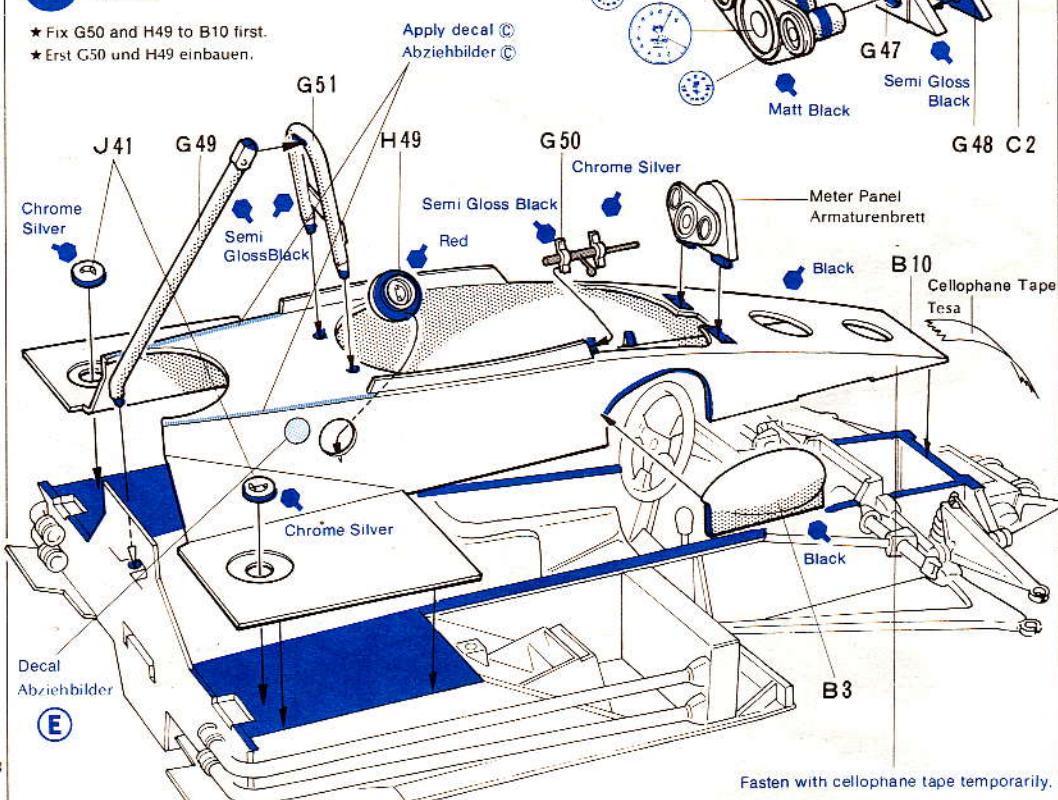
<<Fixing of Radiator>>
<<Einbau des Kühlers>>14 <<Body Panel>>
<<Aufbau>>

Cement meter panel after applying decals.
Armaturenbrett einkleben nach Anbringung der Abziehbild.

<<Marking (Meter)>>
<<Markierung (Metern)>>

11 Distributing of Pump
Verteilung der Pumpe12 Radiator
Kühler13 Fixing of Radiator
Einbau des Kühlers14 Body Panel
Aufbau

* Fix G50 and H49 to B10 first.
★ Erst G50 und H49 einbauen.



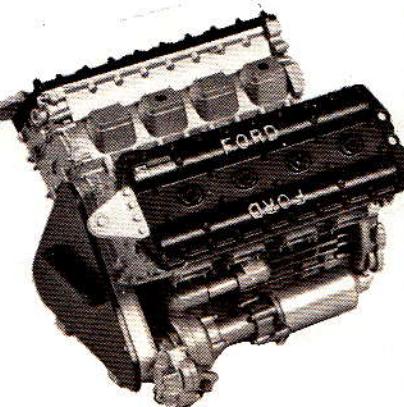
15 <Engine>

<Motor>

Right and Left parts differ.
Rechte und linke Teile sind verschieden.

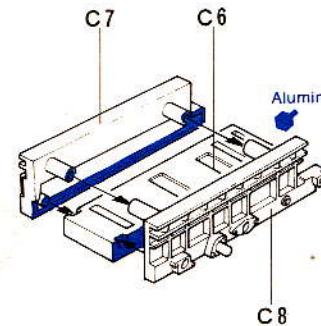
16 <Engine Parts>

<Motor-Teile>



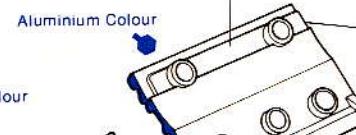
15 Engine Motor

<> Oil Pan <>
<> Ölwanne <>



C26

C11



C9

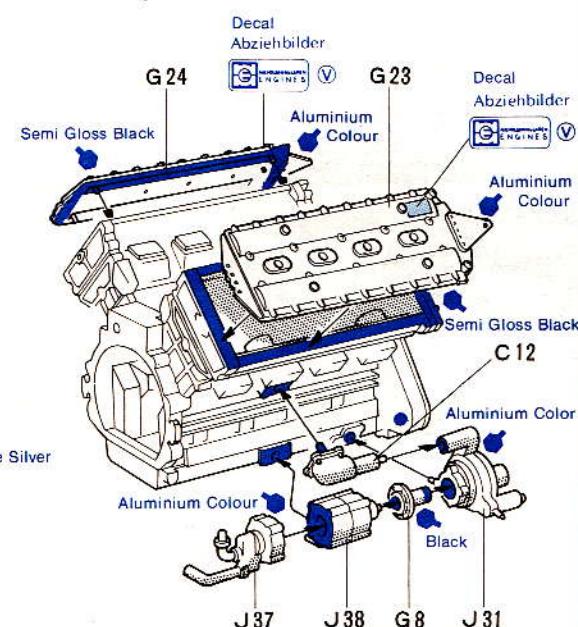
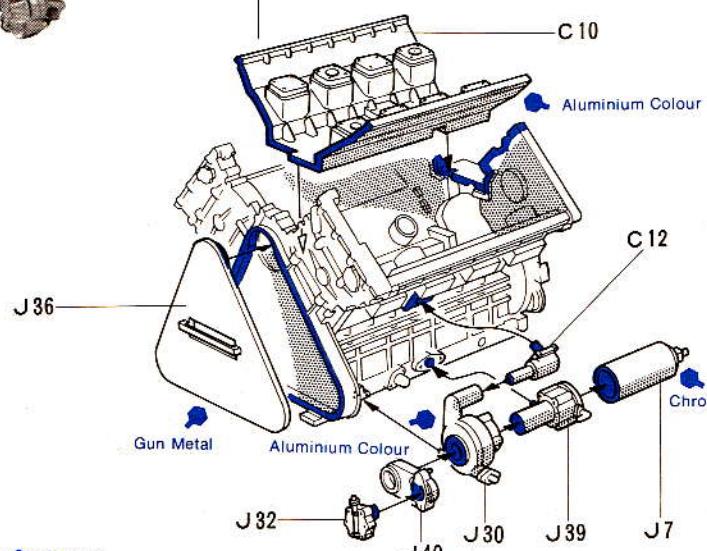


Oil Pan
Ölwanne

C25

16 Engine Parts

Motor-Teile

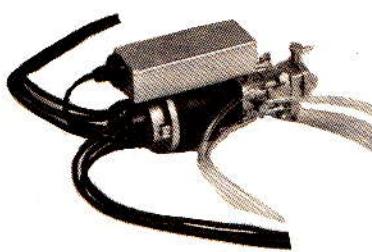


17 <Ignition System>

<> Einspritzaggregat <>

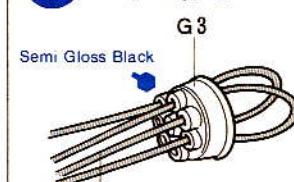
Cut off vinyl cords to a length of 140mm (x4) and 40mm. Black vinyl cord connects with G3 and transparent vinyl cords connect C3 and C4.

Vinylkabel in 14cm (x4) und 4cm schneiden. Schwarze Vinylkabel an G3 anbinden und Transparentkabel an C3 und C4 anbinden.

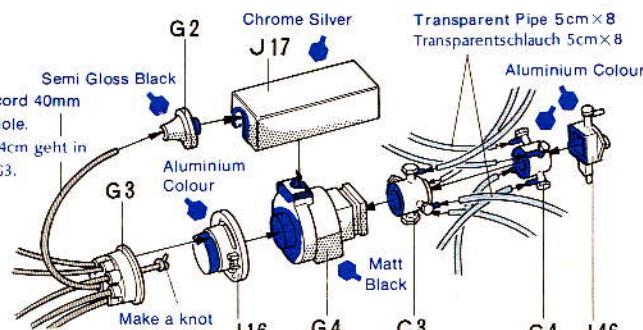


17 Ignition System

Einspritzaggregat



Vinyl Cord(thin) 140mm (x4)
Vinyl Kabel (dünn) 140mm (x4)



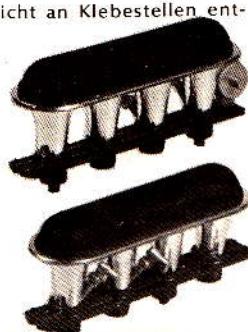
18 <Fuel Injection Plate>

<> Einspritz-Anlage <>

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

Chromeschicht an Klebestellen entfernen.

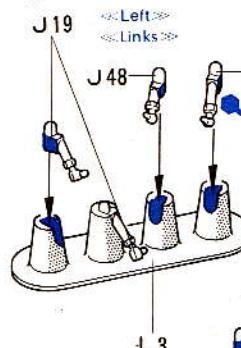
<<Left>>
<<Links>>



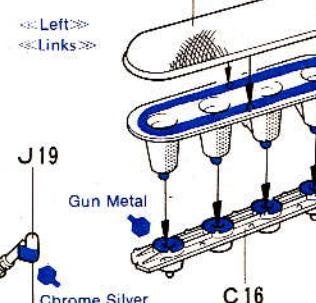
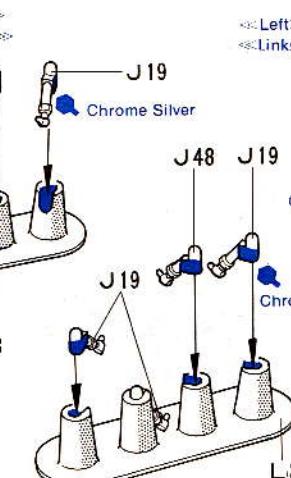
<<Right>>
<<Rechts>>

18 Fuel Injection Plate

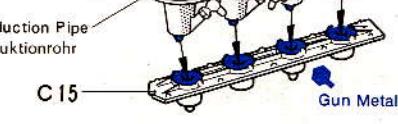
Einspritz-Anlage



<<Right>>
<<Rechts>>

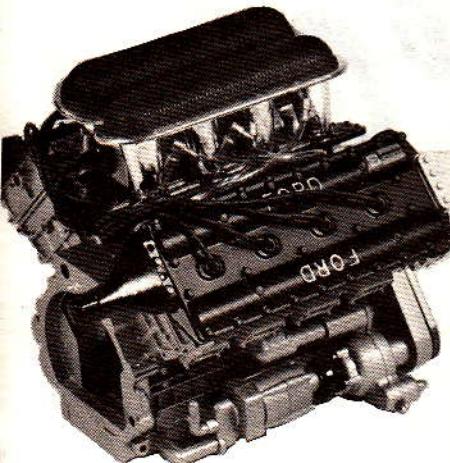


<<Right>>
<<Rechts>>

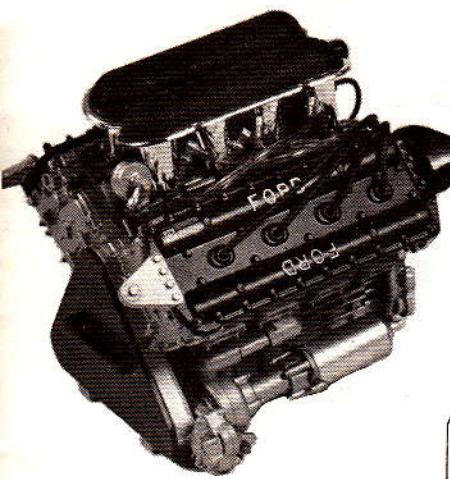
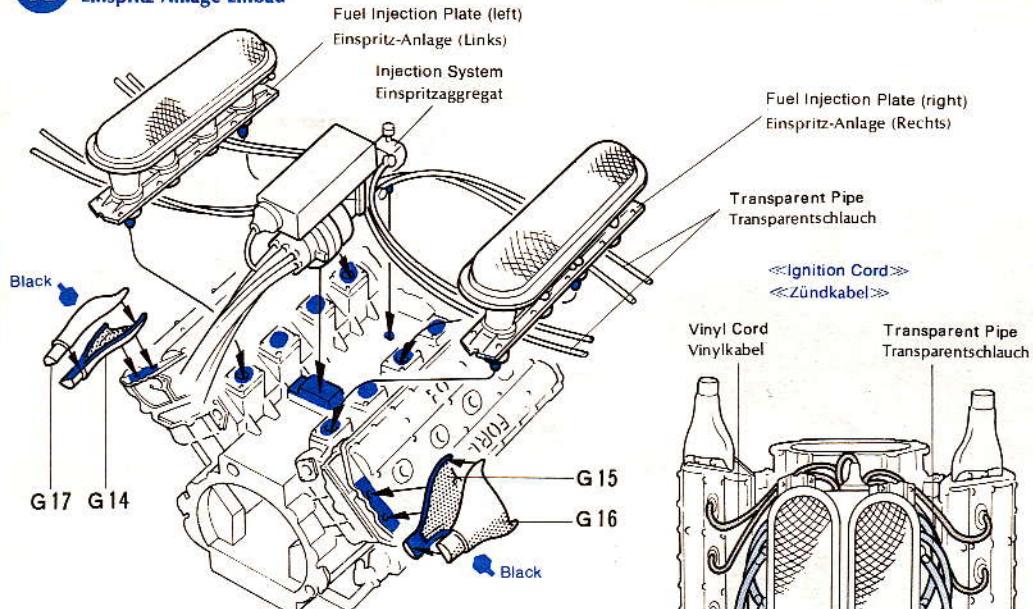


19 <<Fixing of Fuel Injection Plate>>
 <<Einspritz-Anlage Einbau>>

After fix transparent pipes as shown, and cement Fuel Injection Plates.
 Transparentschlauch wie gezeigt einsetzen.
 Dann Drosselplatten auf Motor setzen.



19 Fixing of Fuel Injection Plate
 Einspritz-Anlage Einbau



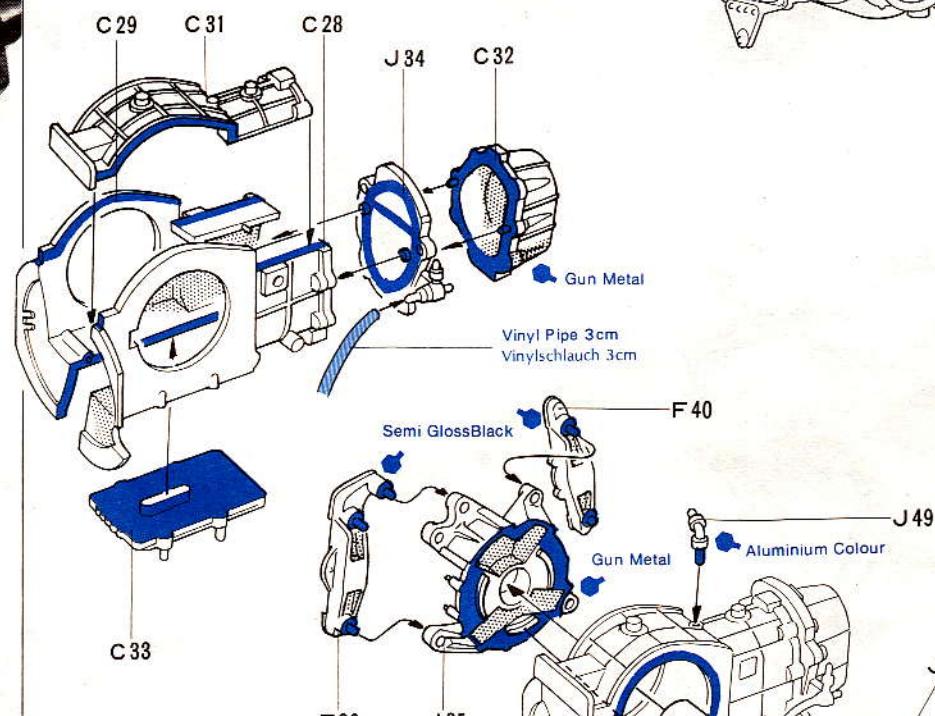
20 <<Gear Box>>
 <<Getriebe-Gehäuse>>

Cement Gear Box in which part G1 must be contained. Fix part G1 inside Gear Box without cement.

Die Achse G1 nur einstecken, sie muss drehbar sein.



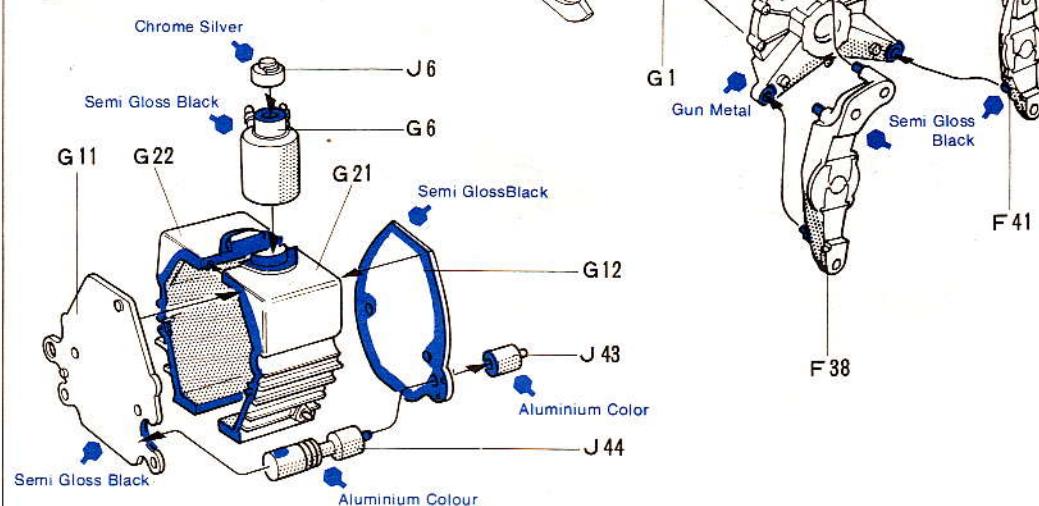
20 Gear Box
 Getriebe-Gehäuse



21 <<Oil Tank>>
 <<Tank>>



21 Oil Tank
 Tank

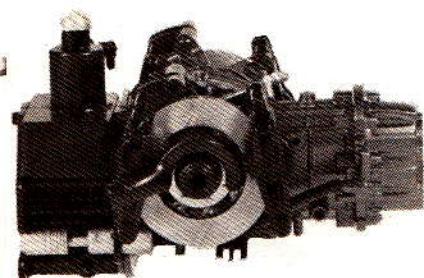


22

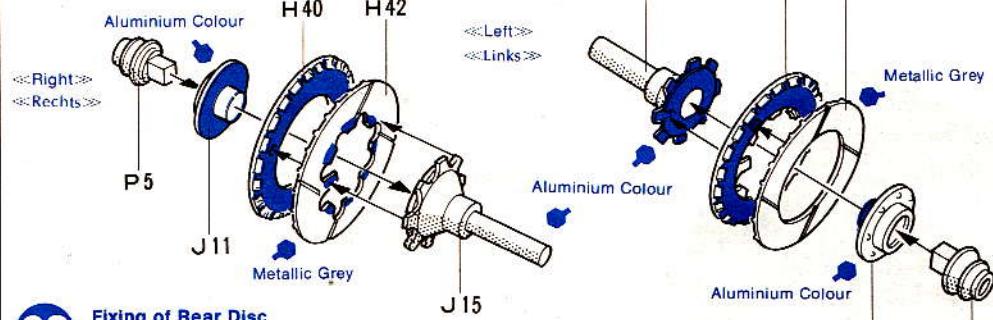
<<Rear Disc>>

<<Scheibenbremse hinten>>

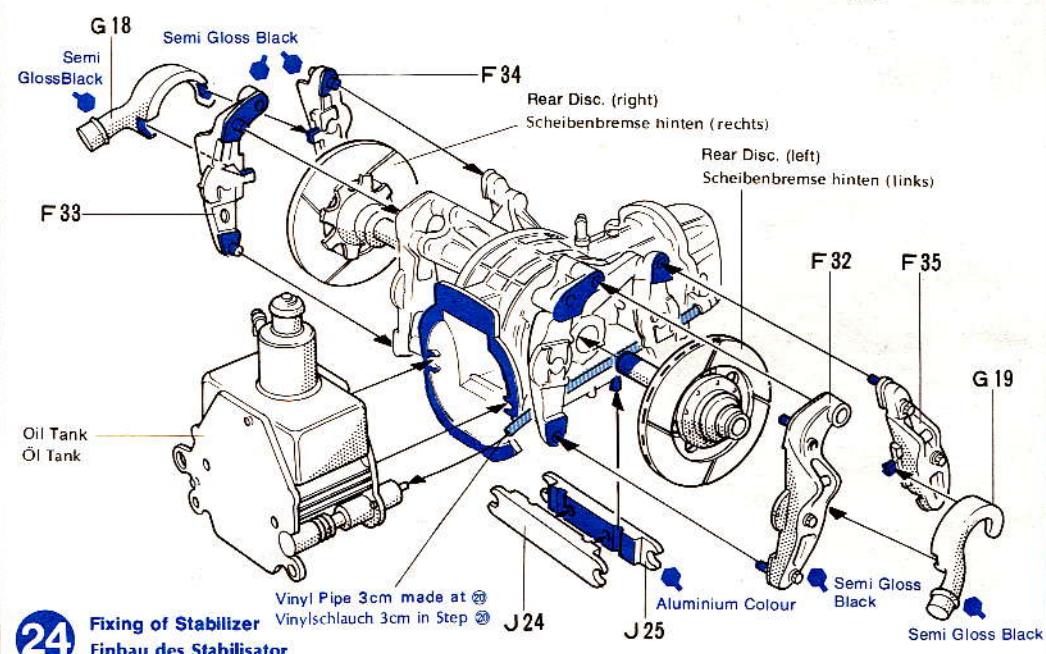
Right and Left parts differ. Fix them as illustrated.
Rechte und linke Teile sind verschieden.
Einbau wie gezeigt.



22

Rear Disc**Scheibenbremse hinten**

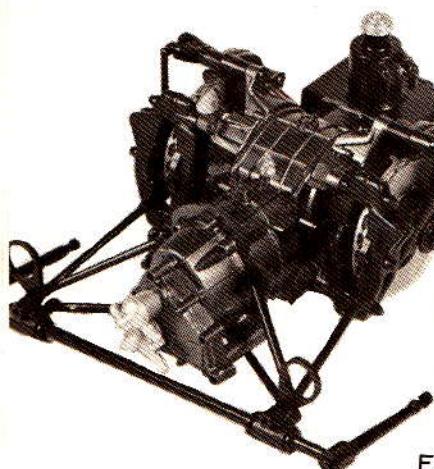
23

Fixing of Rear Disc**Scheibenbremse hinten Einbau**

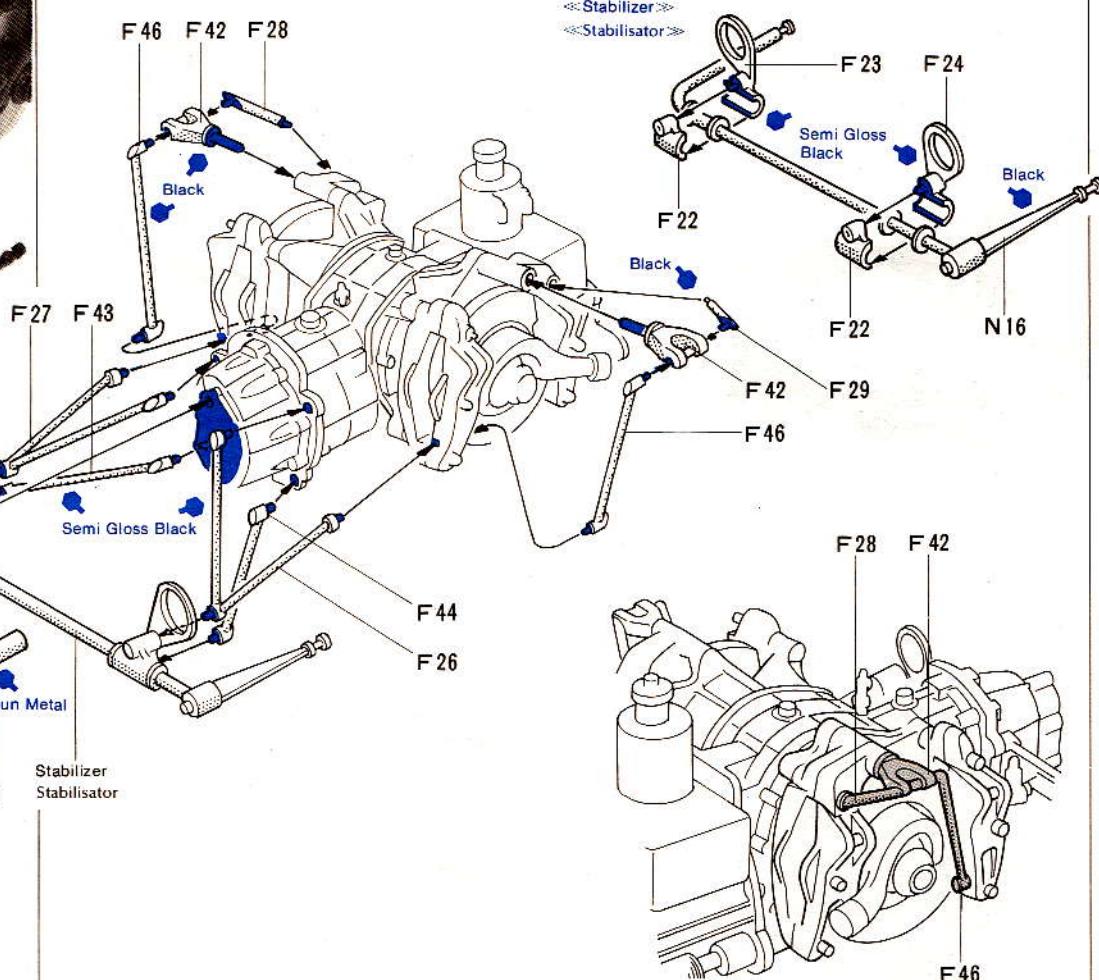
24

<<Fixing of Stabilizer>>

<<Einbau des Stabilisator>>



24

Fixing of Stabilizer**Einbau des Stabilisator**

25

<<Fixing of Gear Box>>

<<Einbau des Getriebe-Gehäuse>>

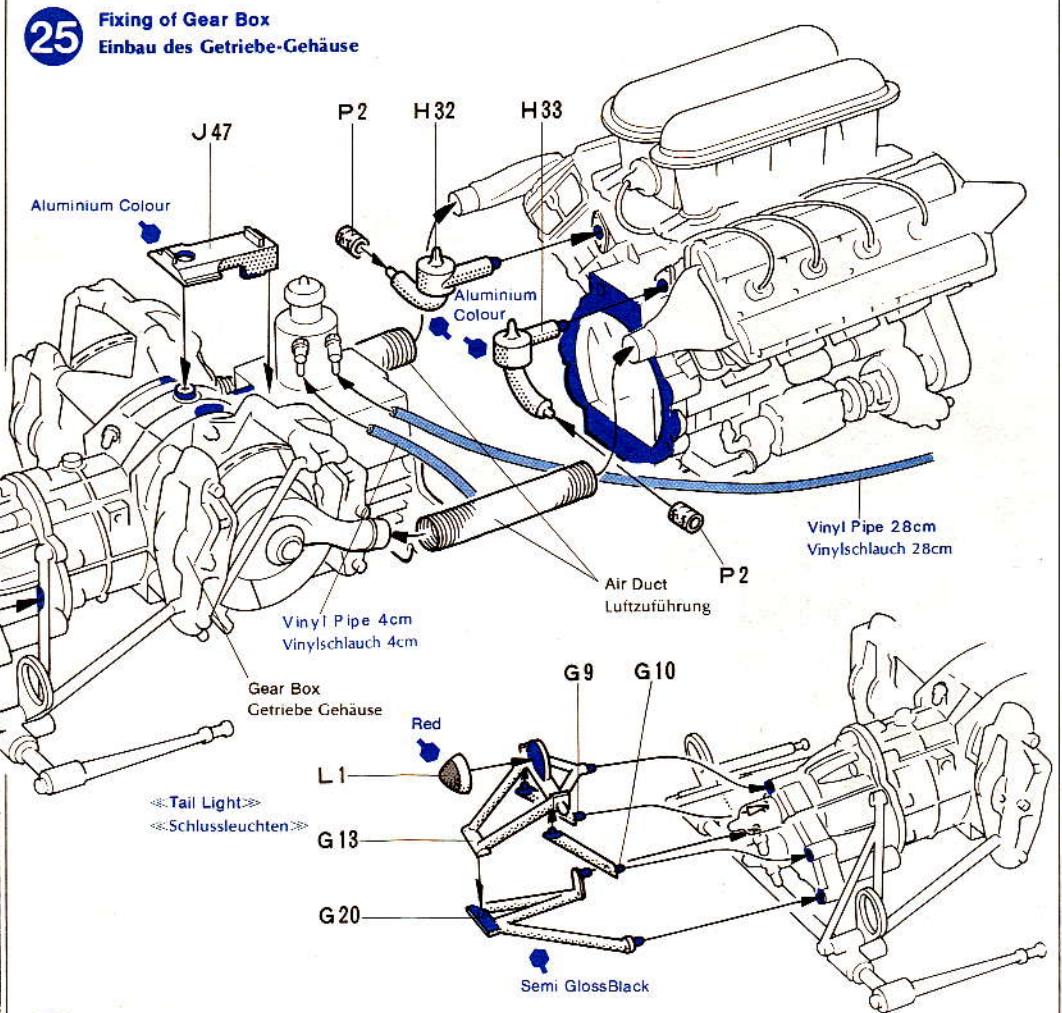
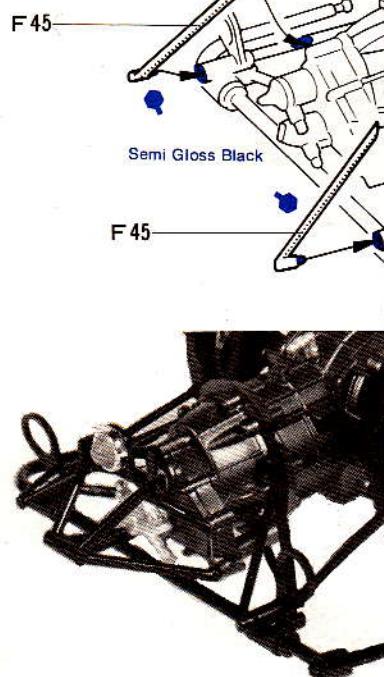
Cement gear box onto engine. Use enough cement to make a strong bond.

Getriebe-Gehäuse auf Motor kleben,
auf festen Halt achten.

25

Fixing of Gear Box

Einbau des Getriebe-Gehäuse



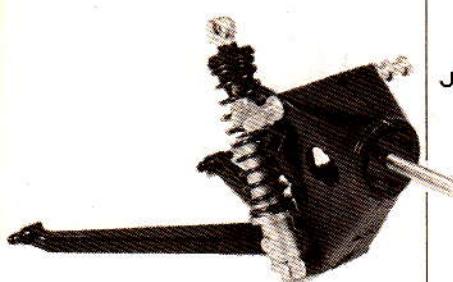
26

<<Rear Upright>>

<<Hintere Achs-Lager>>

Make sure that no cement is placed on revolving parts.

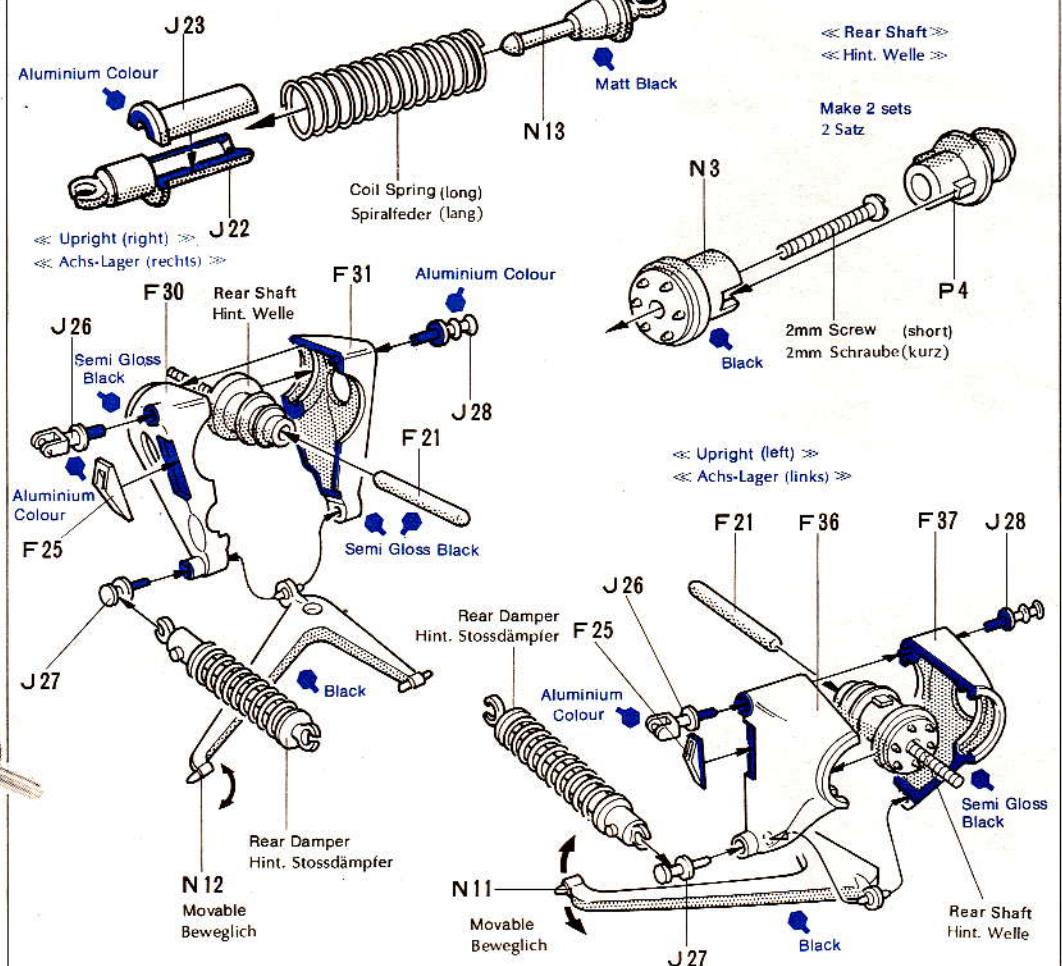
Kein Klebstoff auf drehbare Teile.



26

Rear Upright

Hintere Achs-Lager

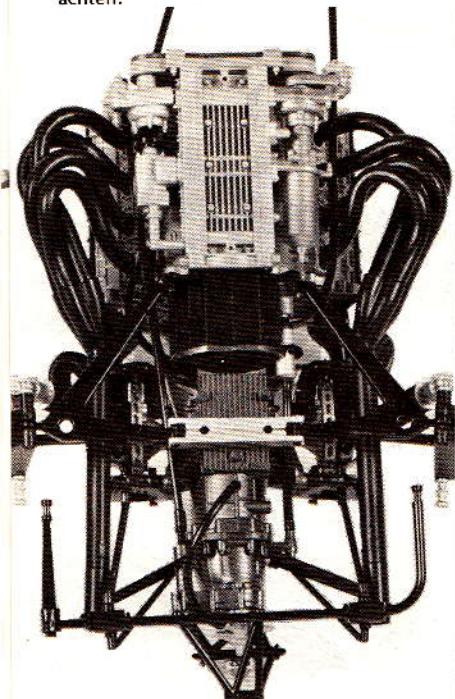
<<Rear Damper>>
<<Hint. Stossdämpfer>>

27 <<Exhaust Pipe>>

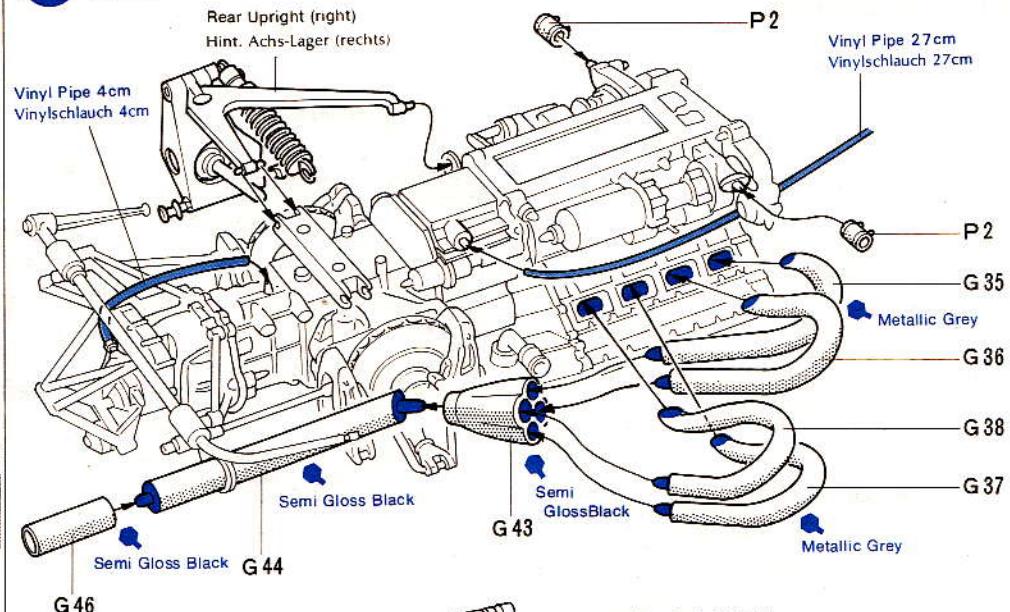
<<Auspuff>>

All pipes are different. Start on one side and then continue to the next side.

Alle Teile verschieden, auf Nummern achten.

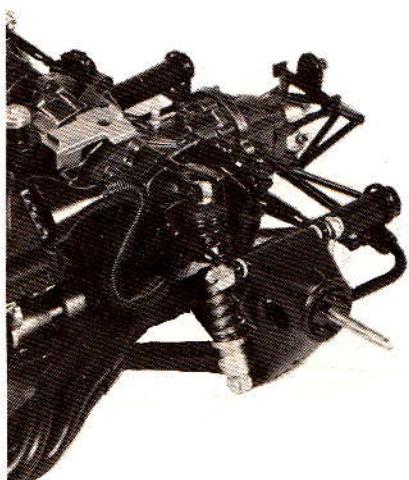
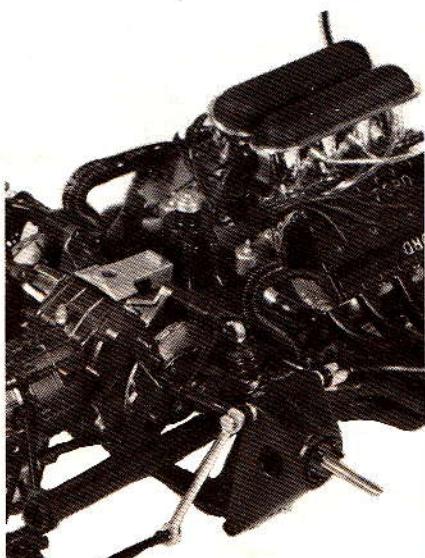
**27** Exhaust Pipe

Auspuff

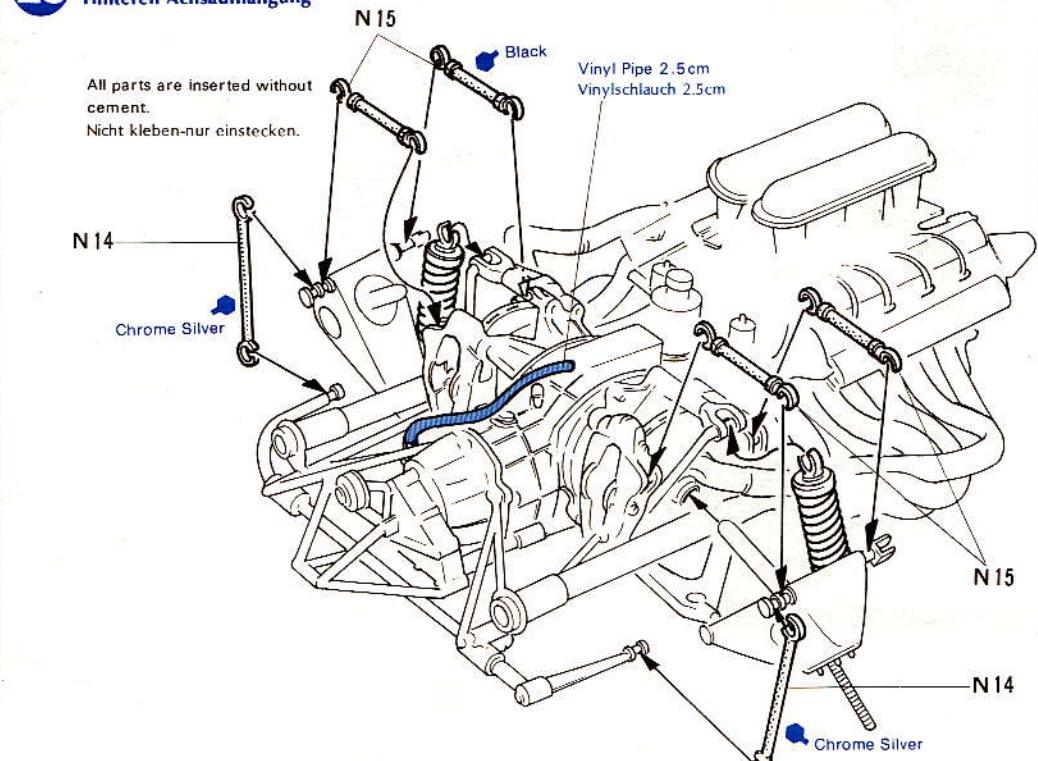
**28** <<Rear Suspension>>

<<Hinteren Achsaufhängung>>

All parts are inserted without cement.
Nicht kleben-nur einstecken.

**28** Rear Suspension
Hinteren Achsaufhängung

All parts are inserted without cement.
Nicht kleben-nur einstecken.



29

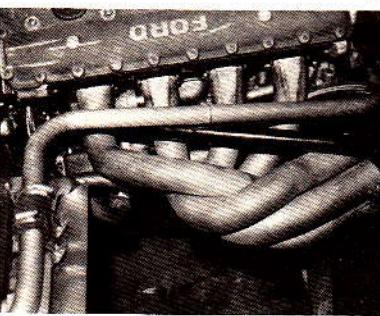
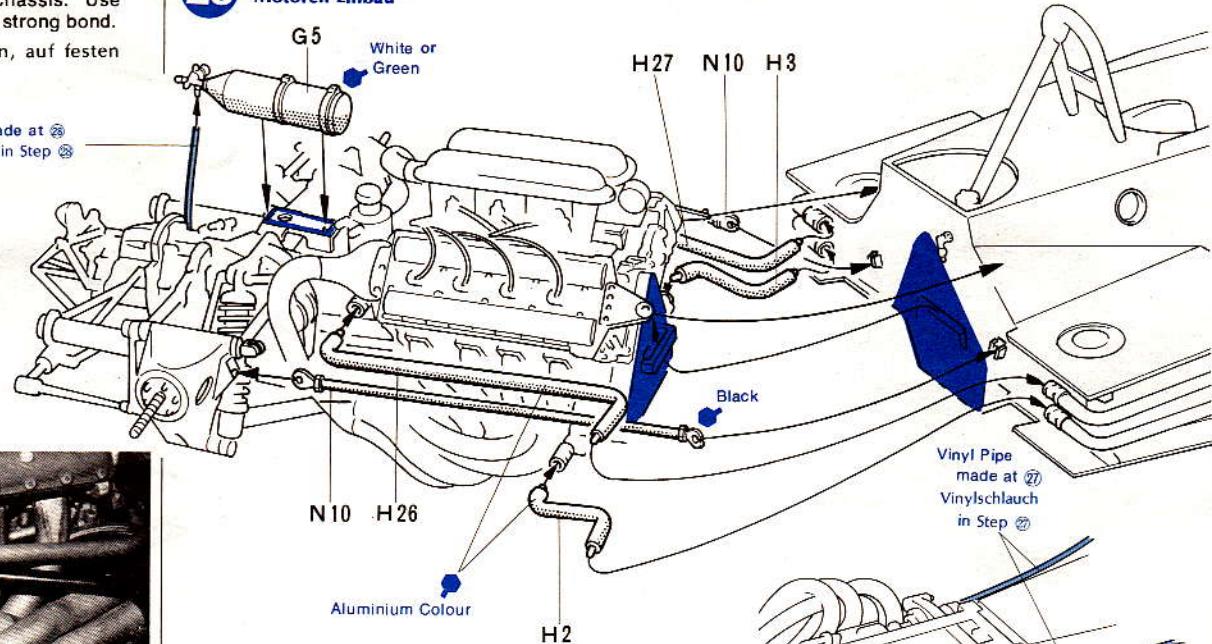
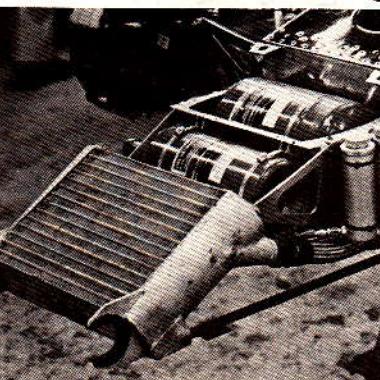
<<Fixing of Engine>>

<<Motoren Einbau>>

Cement engine onto chassis. Use enough cement to make a strong bond.

Motor auf Chassis kleben, auf festen Halt achten.

Vinyl Pipe made at ⑧
Vinylschlauch in Step ⑧

30 <<Oil Cooler>>
<<Öl Kühlung>>

If you wish to display this completed model on base, fix F47 parts to underside of body and then secure to base.

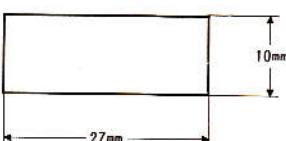
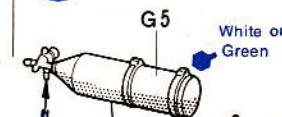
Als Standmodell kann Teil F47 als Ständer verwendet werden.

31 <<Body Parts>>
<<Aufbau Teile>>

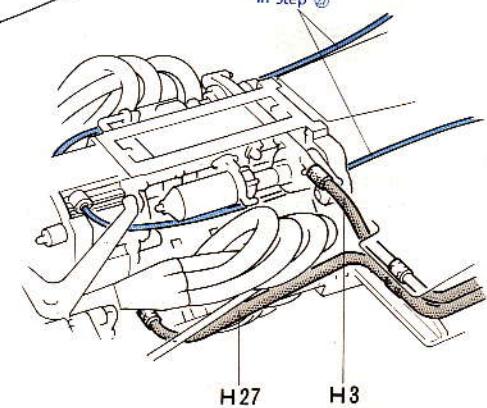
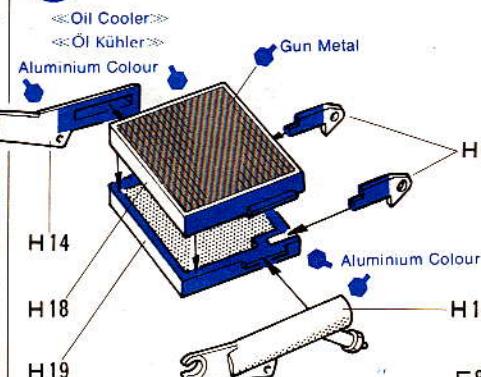
Cut off mesh as shown in the figure below, and fit it to radiator air duct.

Netz wie angegeben schneiden und in Kühl Luftführung sinkleben.

<<Mesh(full size)>>
<<Netz(Originalgrösse)>>

29 Fixing of Engine
Motoren Einbau

Vinyl Pipe
made at ⑧
Vinylschlauch
in Step ⑧

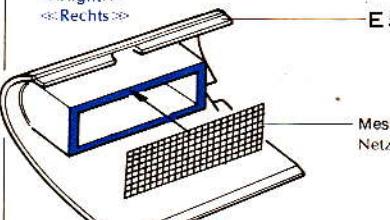
30 Oil Cooler
Öl Kühlung

Vinyl Pipe made at ⑧, ⑨
Vinylschlauch in Step ⑧, ⑨

31 Body Parts
Aufbau Teile

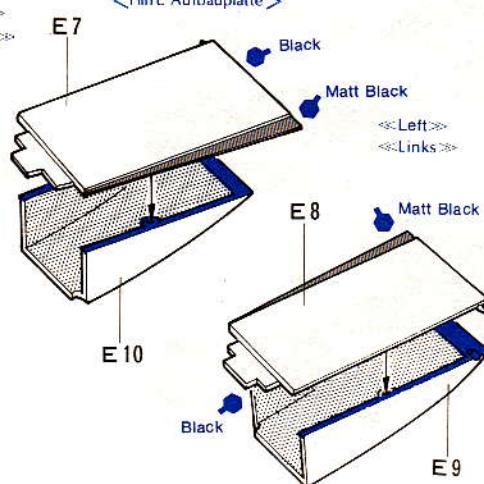
<<Radiator Air Duct>>
<<Kühler Luftzuführung>>

<<Right>>
<<Rechts>>



<<Right>>
<<Rechts>>

<<Rear Body Panel>>
<<Hint. Aufbauplatte>>



<<Left>>
<<Links>>

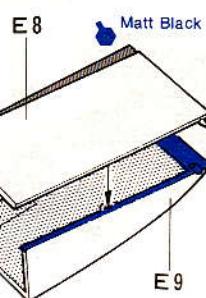
E3

Mesh
Netz

Black

E9

Matt Black
<<Left>>
<<Links>>



Black

E10

32

<<Fixing of Body Parts>>
<<Aufbau Teile Einbau>>33 <<Front Upright>>
<<Vorderes Achs-Lager>>

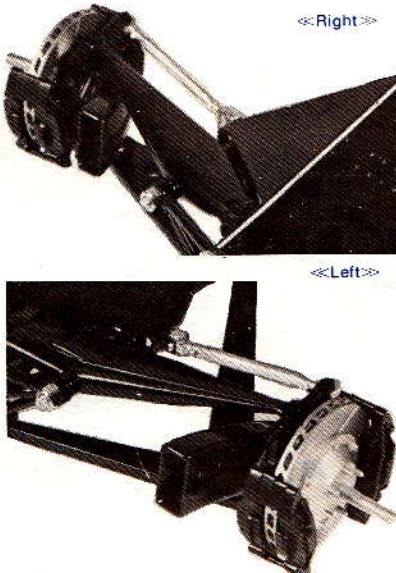
H5 is revolving. Make sure that no cement is placed on revolving parts.

H5 drehbar, kein Klebstoff auf drehbare Teile.

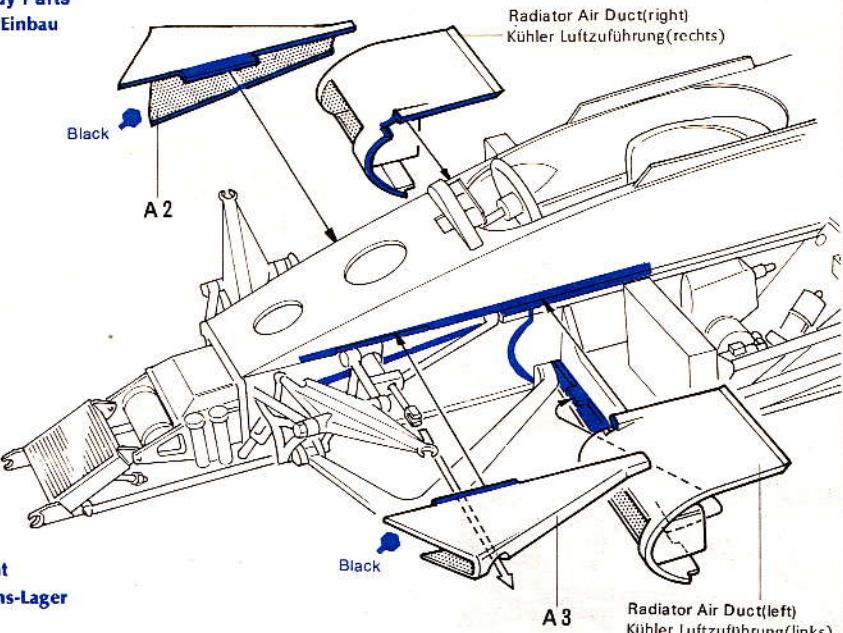
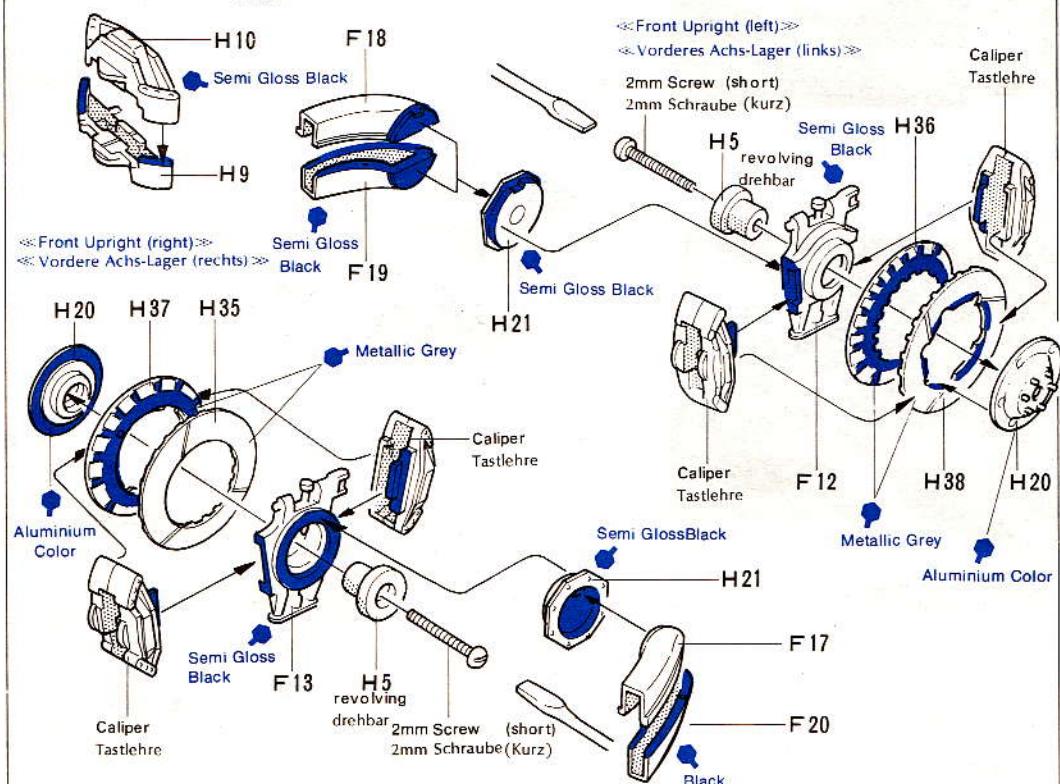
34 <<Fixing of Front Upright>>
<<Einbau des vorderen Achs-Lager>>

All parts are inserted without cement.

Nicht kleben - nur einstecken.

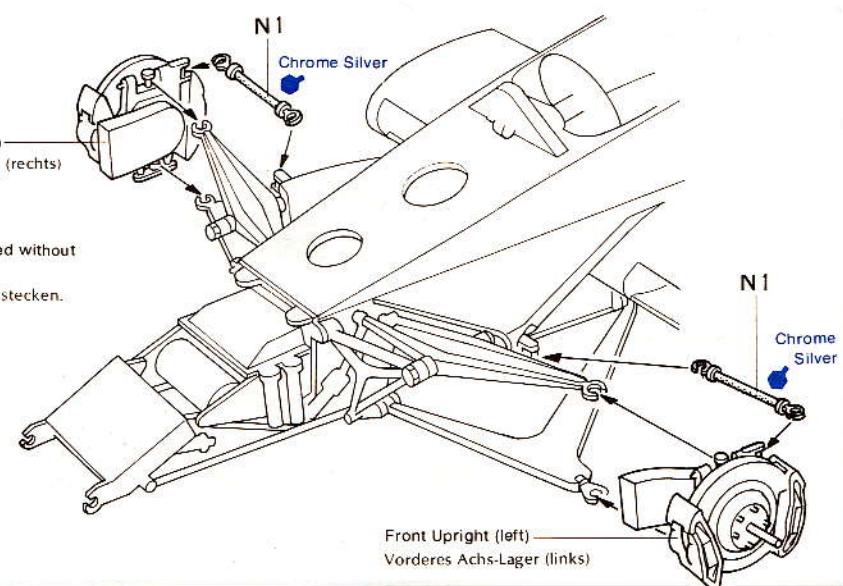


32

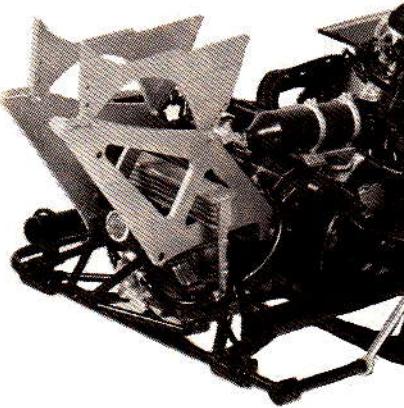
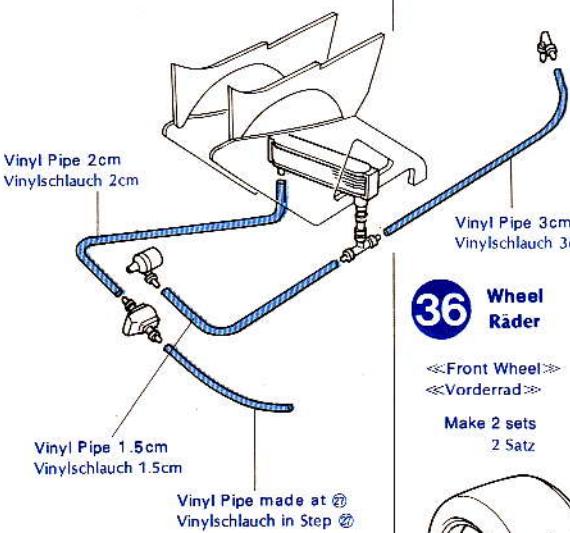
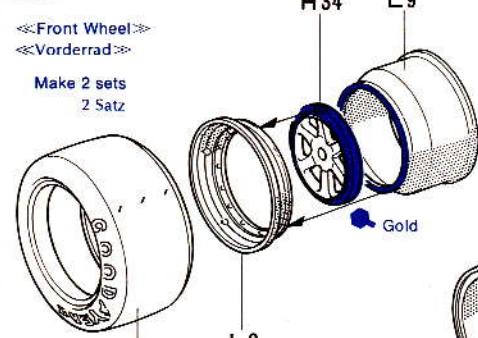
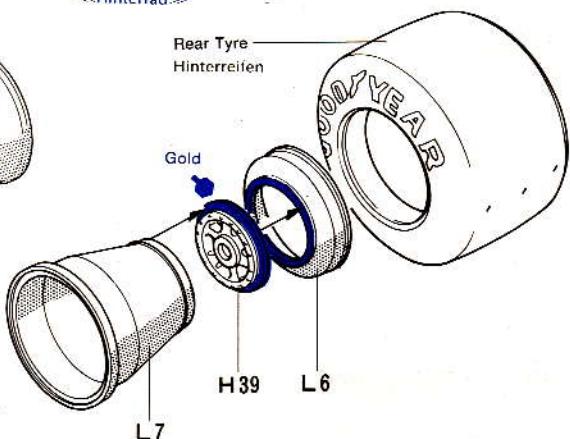
Fixing of Body Parts
Aufbau Teile Einbau33 Front Upright
Vorderes Achs-Lager<<Caliper>>
<<Tastlehre>>Make 4 sets
4 Satz34 Fixing of Front Upright
Einbau des vorderen Achs-Lager

Front Upright (right)
Vorderes Achs-Lager (rechts)

All parts are inserted without cement.
Nicht kleben - nur einstecken.

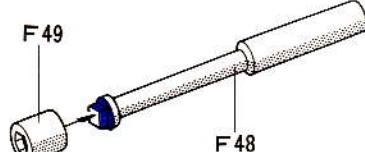
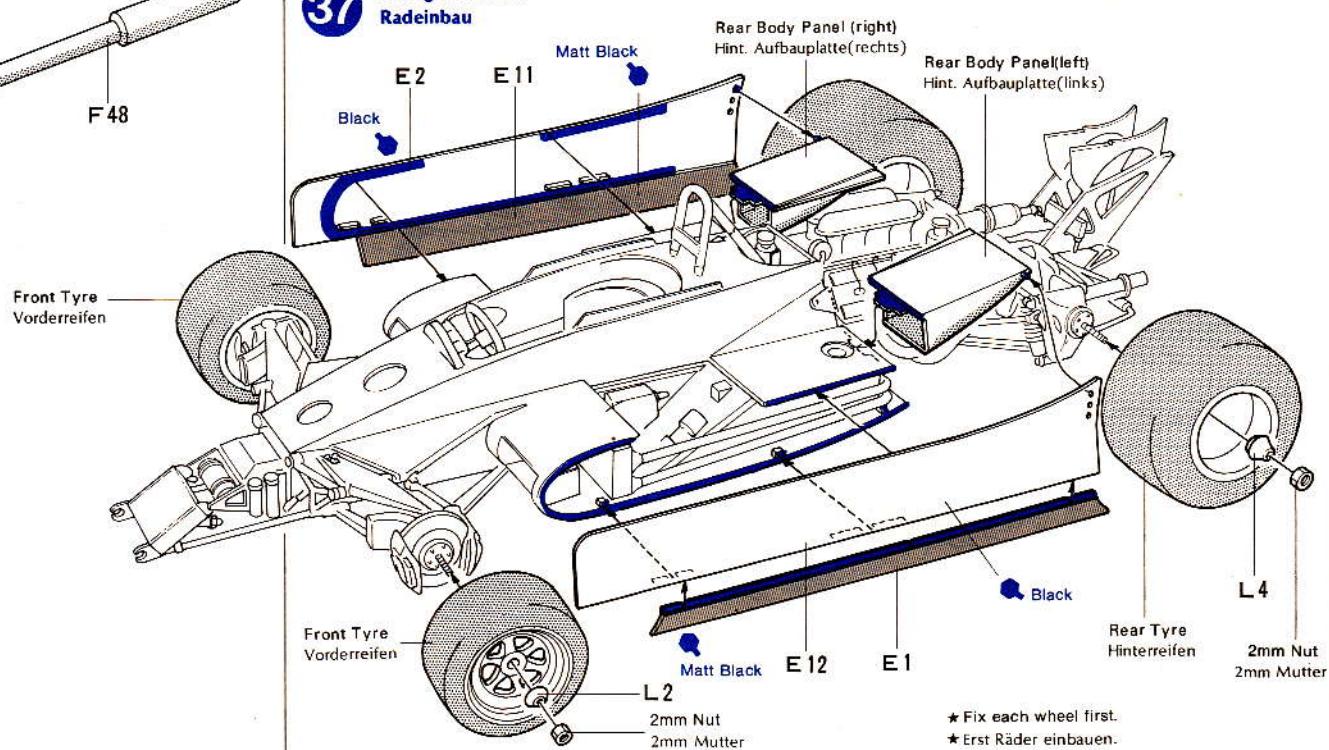


35

<<Rear Wing Stay>>
<<Spoiler-Lager>>35 Rear Wing Stay
Spoiler-Lager36 Wheel
Räder<<Front Wheel>>
<<Vorderrad>>Make 2 sets
2 Satz<<Rear Wheel>>
<<Hinterrad>>37 <<Fixing of Wheel>>
<<Radeinbau>>

Each wheel is screwed in place.
Fix each wheel first.
Rader werden eingeschraubt.
Erst Rader einbauen.

<<Wrench>>
<<Steckschlüssel>>

37 Fixing of Wheel
Radeinbau

38

<<Cowling>>

<<Haube>>

<<Mesh(full size)>>

<<Netz(Originalgrösse)>>



39 <<Rear Wing>>

<<Spoiler>>



40 <<Completion>>

<<Endmontage>>

38 Cowling Haube

<<Nose Cowling>>

<<Front - Haube>>

<<Air Box>>

<<Luftansauggehäuse>>

A8

A6

A7

A1

A9

A10

A5

A13

Black

Mesh

Netz

A14

A4

A12

A11

A10

<<Cockpit Cowling>>

<<Cockpit-Haube>>

B4

B5

L5

B1

L5

B6

B2

B7

Black

B8

B9

39 Rear Wing Spoiler

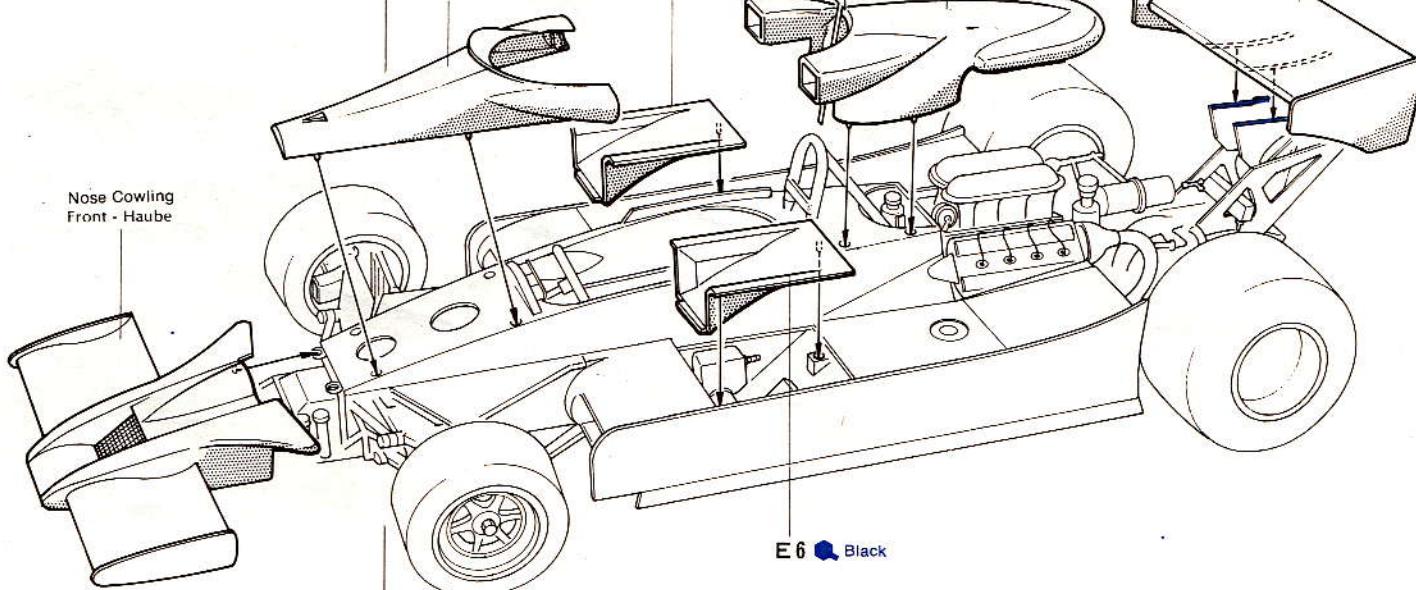
40 Completion Endmontage

Cockpit Cowling
Cockpit - HaubeAir Box
LuftansauggehäuseRear Wing
Spoiler

E4 Black



E6 Black

Nose Cowling
Front - Haube

PAINTING & APPLYING DECALS

Da die Farben unter der englischen Bezeichnung zu erhalten sind, geben wir nur die englischen Namen an. Keine Farben auf Nitrobasis verwenden!!

Wir übernehmen keine Haftung für Schäden die durch falsche Farbenwahl entstehen. Nur Farben verwenden, die für Plastik geeignet sind.

«Painting»

When painting your model remember to try and be as authentic as possible. 9 basic colours are recommended for your use. If you stick by these colours you will convey the real aurora of the actual machine.

«Bemalung»

Beim Bemalen des Modells soll man versuchen, so genau wie möglich zu sein. 9 Grundfarben werden benötigt für eine "echte". Lotus 78

«Before Painting»

Remove all dust dirt and adhesive smears before attempting any painting. Remember painting does not generally hide bad workmanship. As previously mentioned remove excessive glue or joins with a file, sharp knife or very fine emery cloth. Most parts are best painted after assembly, but some inaccessible parts may be painted before removing from the sprue.

«Vor dem Malen»

Soll man Staub und Leimreste entfernen. Auch eine gute Bemalung verdeckt nicht schlechte Bauarbeit. Unebenheiten mit Feile oder Klinge entfernen.

Viele Teile lassen sich erst nach dem Zusammenbau bemalen, jedoch die kleinen Teile bemalt man am besten am Spritzling.



«Caution»

Take enough precautions against fire in handling the paints. Paints and solvents catch fire easily.

«Vorsicht»

Farben und Verdünner sind brennbar, nicht in Nähe offener Feuers Bemalung vornehmen.

«Painting and Marking of Team Lotus J.P.S. Mk III»

The J.P.S. Mk III Lotus 78, Team Lotus's unique machine which made its first appearance in the 1977 Argentine Grand Prix, has yellow stripes on a black ground. This is the same colouring as used on the package of John Player Special manufactured by John Player & Sons, a British tobacco company which sponsors Team Lotus. The car wears the letters 'John Player Special' and marks "J.P.S.", but these were not seen when it participated in the British and German Grand Prix.

Other marks are also painted yellow except the Union Jack which shows the nationality of the team. Valvoline is an oil maker. Good Year is a tyre maker. NGK is a spark plug maker. The car number is also painted yellow. The number 5 was painted on the machine driven by Mario Andretti and the machine number 6 was driven by Gunnar Nilsson. For painting of details, see the assembly drawings and parts figures.

«Bemalung des John Player Special Mk III Lotus 78»

Der J.P.S. Mk III Lotus 78 erschien das erste mal beim Grand Prix von Argentinien 1977 in der Farbkombination seines Sponsors "John Player Special", der britischen Tabakfirma John Player & Son's - gelbe streifen auf schwarzen grund und den Worten John Player Special sowie dem Zeichen J.P.S. Andere Bezeichnungen ausser dem Union Jack sind ebenfalls in gelb. Valvoline ist Ölhersteller, Good Year die Reifendirma, NGK machen Zündkerzen, die Autonummer ist auch gelb: Mario Andretti fuhr den Wagen nummer 5 und Gunnar Nilsson den Wagen nummer 6. Die Bemalung der Einzelteile ist in den Bauabschnitten nochmals angegeben.

«Colours to be used»

«Bemalung»

«Black»	Body Colour Aufbau Farbe
«Matt Black»	Suspension Arm Achsaufhängung
«Semi Gloss Black»	Upright, Disc. Brake Achs-Lager, Scheibenbremse
«Green»	Fire Extinguisher Feuerlöscher

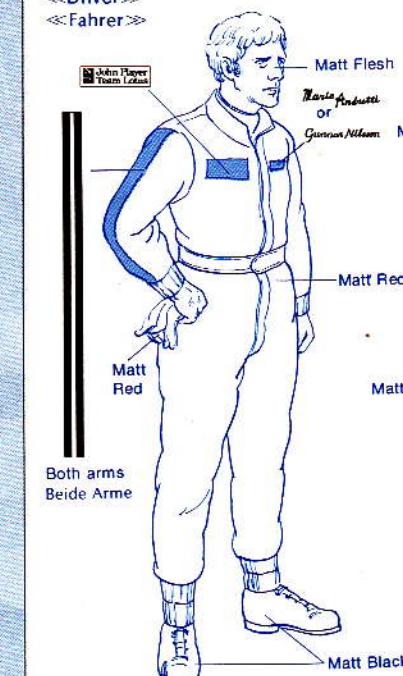
«Positions and Painting of Driver Marks»

This kit does not contain the driver figure. The decals include marks to be applied on the driver, mechanics, etc. of the 1/12 Accessory Set sold by Tamiya. Use them for making a diorama or as car accessories.

Dieser Kit enthält keine Figuren, jedoch sind Abziehbilder für diese im Kit enthalten.

«Driver»

«Fahrer»



«Gun Metal»
Gear Box
Getriebe-Gehäuse

«Chrome Silver»
Rod
Stange

«Aluminium Colour»
Chassis
Chassis

«Metallic Grey»
Tone up Aluminium Colour by adding a little Metallic Grey.
Aluminium Colour, mit Metalgrey mischen.

«Gold»
Wheel Hub
Rad

Shake the spray can for about three minutes.
Spraydose für Sprühen ca 3 Minuten schütteln.

«PAINTING WITH MASKING TAPE»

When the paint is completely dry apply masking tape or sticky paper (not cellophane tape) over the whole area of the body. Draw out the 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 off the paint. Then paint as instructed in previous paragraphs.

«Bemalung mit Klebeband»

Farbe muss vollkommen trocken sein. Nur Klebeerpapier oder Abdeckband verwenden - niemals Tesafilm - und gut anliegend aufkleben. Die zu bemalenden Flächen ausschneiden. Abdeckmaterial erst nach gutem Trocknen der Farbe entfernen.

«Accessories»

Tamiya sells 1/12 scale figures of the driver, Team manager and mechanics. Tool sets are also available. If displayed with them, the model car will look much better.

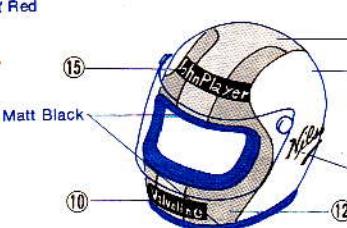
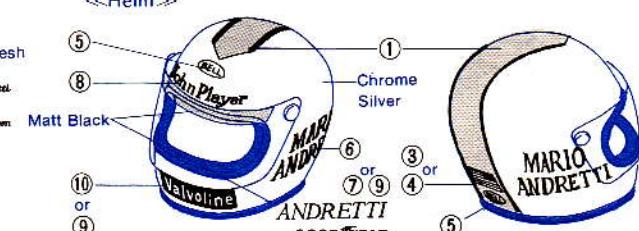
«Zubehör»

Einige TAMIYA Figuren wie: Fahrer, Teammanager, Reifenmechaniker Motor - Tuner sowie ein Werkzeugset bringen Leben in das Modell.

«Bemalung mit Sprayfarben»

Nur in zug - und staubfreien Räumen spritzen. Teile auf ausgebreitete Zeitung stellen. Spraydose gut durchschütteln (3 Min.) und durch Spritzen auf Karton prüfen, ob Farbe gut gemischt ist. (20cm Abstand). Das Modell in gleicher Richtung grossflächig besprühen.

«Helmet»
«Helm»



John Player Team Lotus

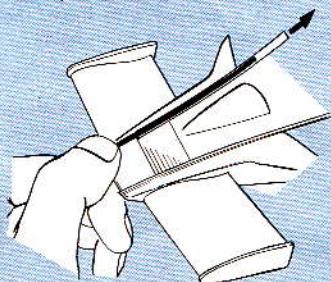
Driver's back
Fahrer Rücken

APPLYING DECALS

<Applying Decals>

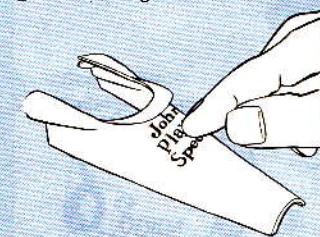
- ① A decal to be applied should be cut off beforehand.
- ② Dip it in water. When the ground paper it is on arches, take out of water to place on a cloth such as a towel.
- ③ A minute or two later, hold edge of the ground paper to slide the decal onto the model from the ground paper.
- ④ Then, put a little of water on your finger to wet the decal so that the latter will be moved more easily onto the right spot.
- ⑤ Press the decal down with a soft cloth such as a towel to force air bubbles out of underside of the decal. Continue the work until the excess water, too, will be fully absorbed.

When the surface to be applied with a decal is uneven or curved, press the decal down with a steamed towel so that the warmed, wet decal will fit the surface well. Cut off the excess transparent portion around a decal before applying. When so done, you can expect a sharp finish with the decal precisely in its specified place.

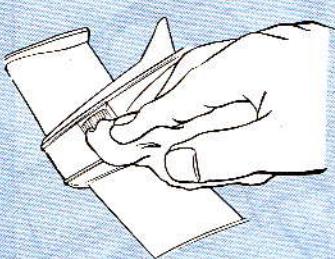


<Abziehbilder>

- ① Bild erst genau ausschneiden.
- ② In Wasser legen, wen Bild abhebt,



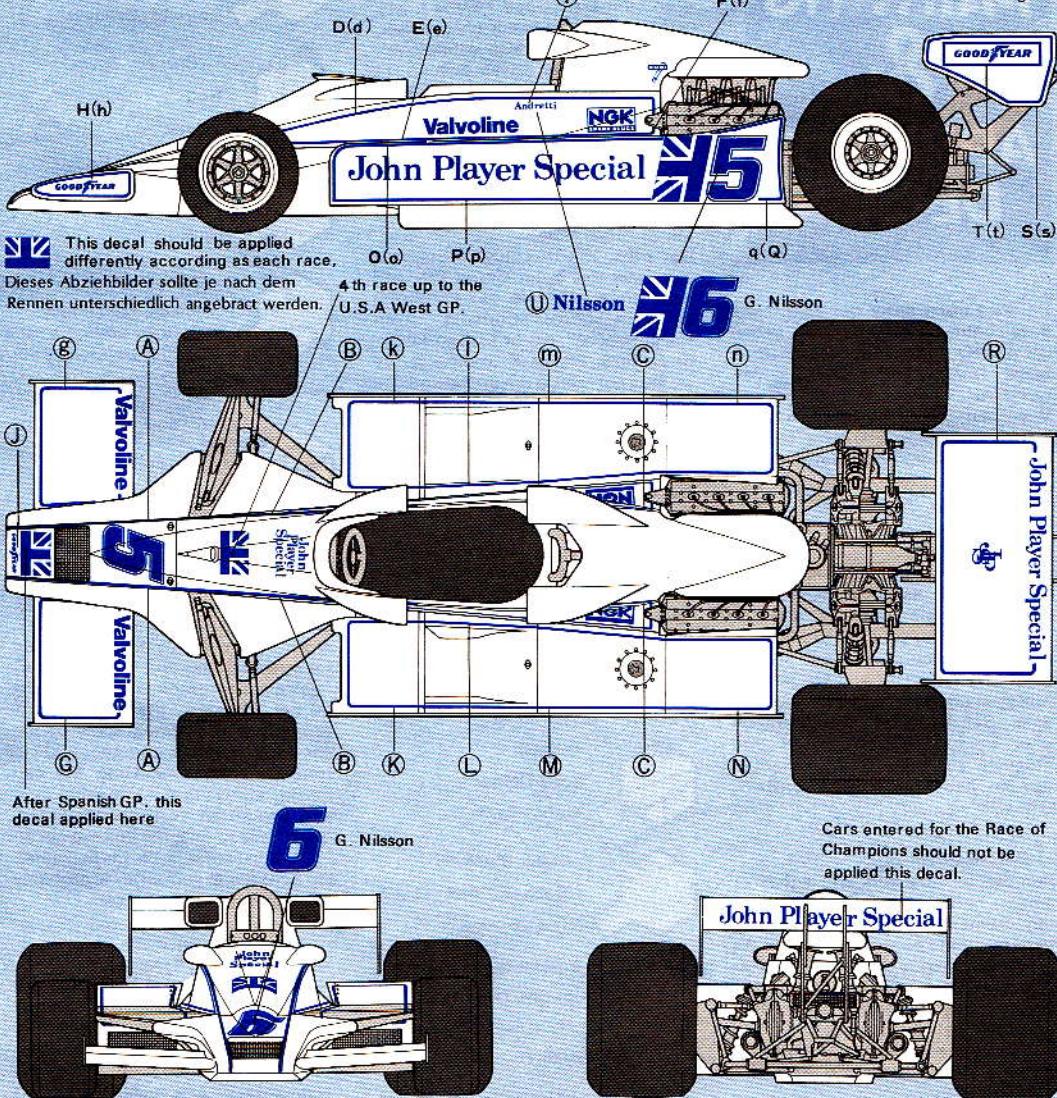
- auf trockenen Stoff leggen.
③ 1-2 Minuten später, Papier an Ecken halten und Bild abschieben auf Modell,
④ Etwas Wasser auf Finger und Bild



- auf genauen Platz schieben.
⑤ Mit Stoff Luftblasen herausdrücken, überflüssiges Wasser aufsaugen
Wenn Fläche uneben oder gebogen ist, Bild mit nassem heißem Tuch aufdrücken.

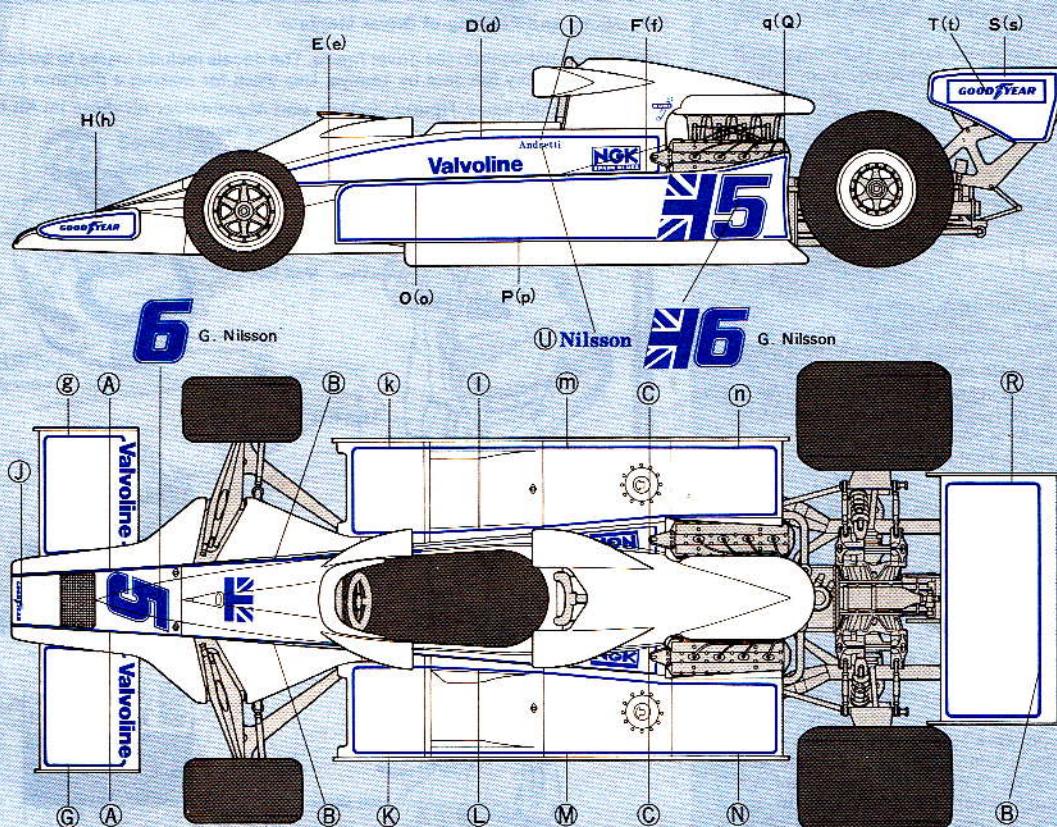
Cars entered for racing other than the British and German GP.
(Cars in the British and German GP to have the same marks as those in the Race of Champions.)

* () = Apply to opposite side.
() = An der gegenüberliegenden Seite befestigen



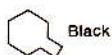
Cars entered for the Race of Champions, (Brands Hatch in England)

* () = Apply to opposite side.
() = An der gegenüberliegenden Seite befestigen

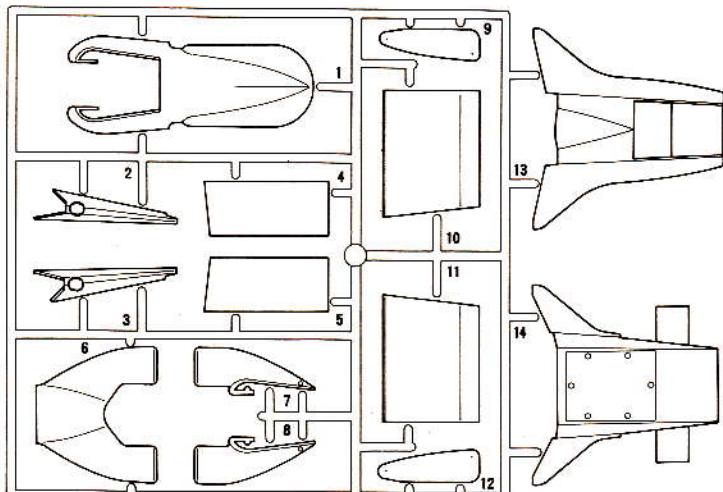


A

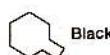
PART



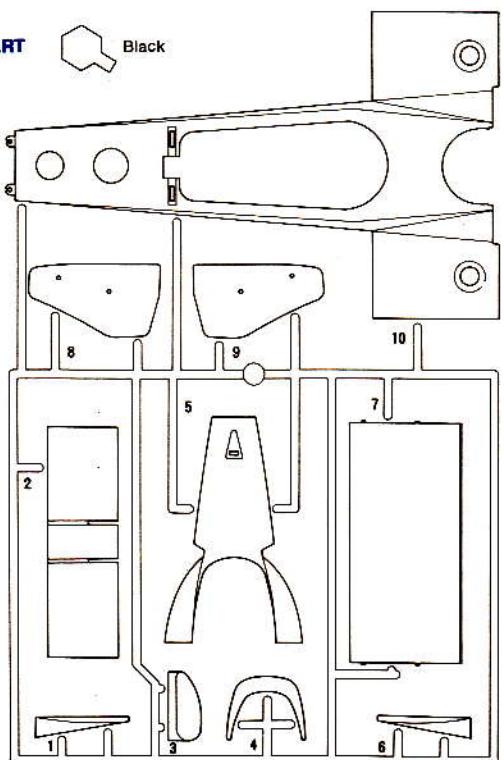
Black

**B**

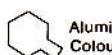
PART



Black

**C**

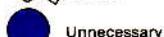
PART



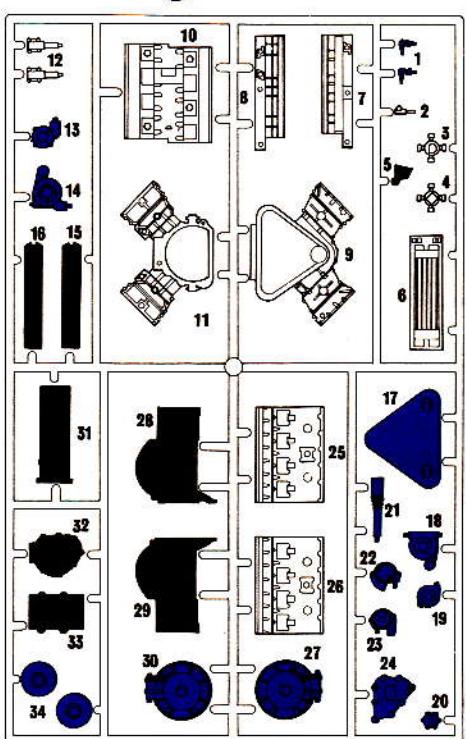
Aluminium Colour



Gun Metal



Unnecessary

**F**

PART



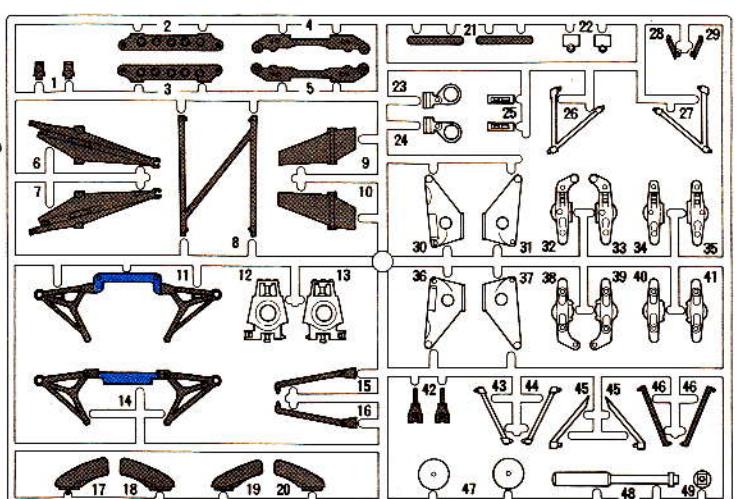
Semi Gloss Black



Black



Aluminium Colour

**E**

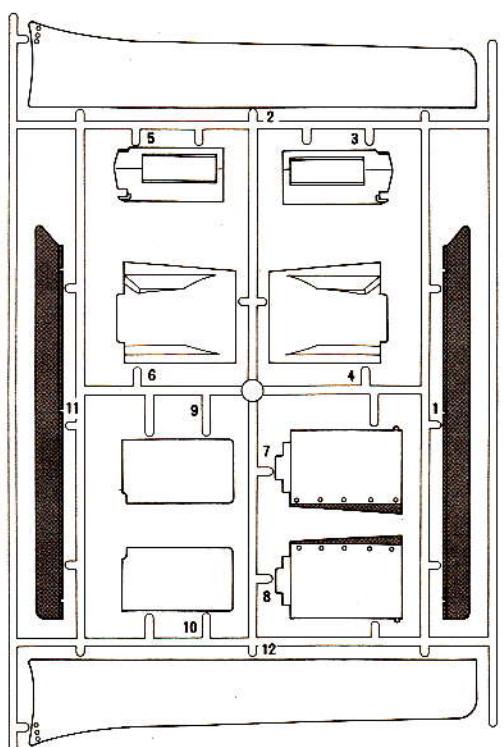
PART



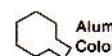
Black



Matt Black

**D**

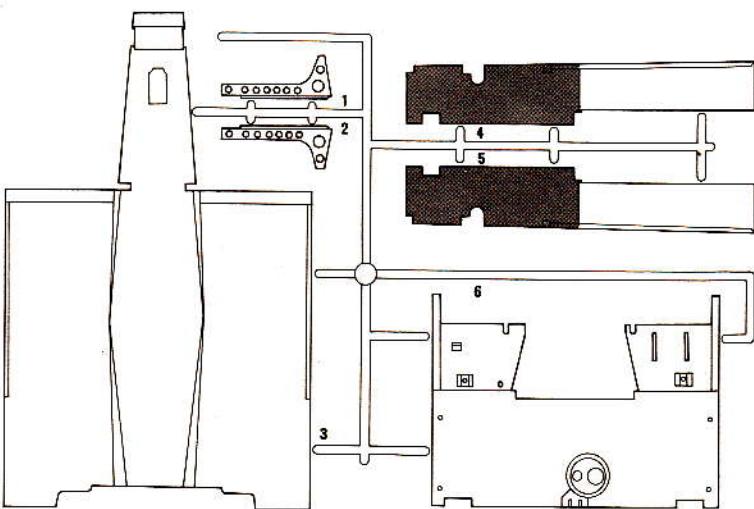
PART



Aluminium Colour

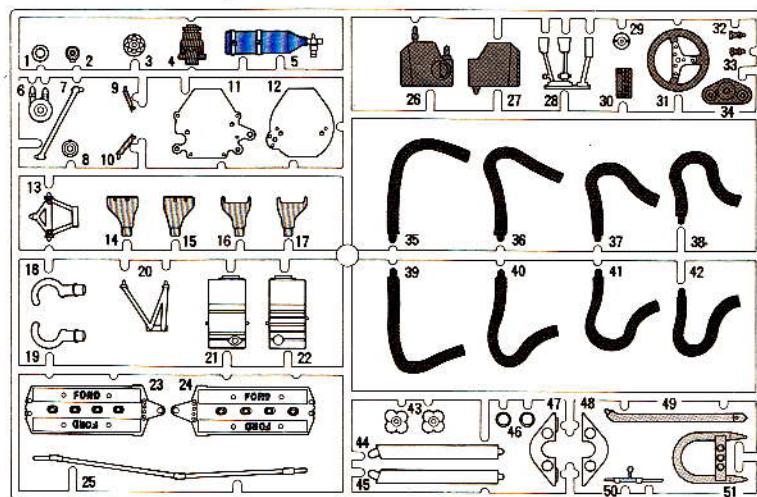


Black

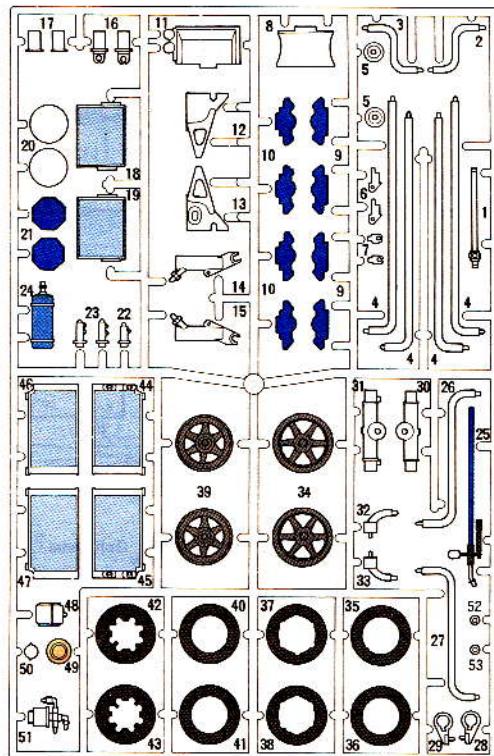


G PART

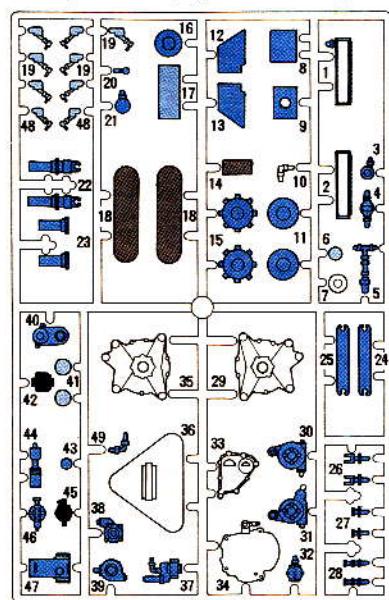
Semi Gloss Black
Metallic Grey
Matt Black
Black
Chrome Silver
White or Green

**H PART**

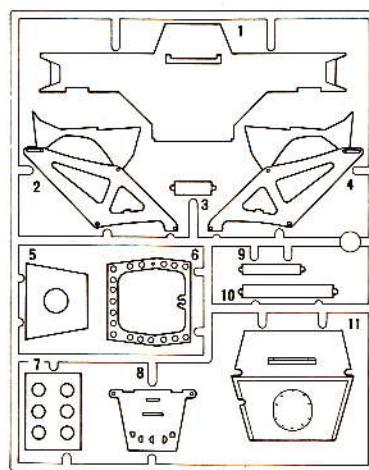
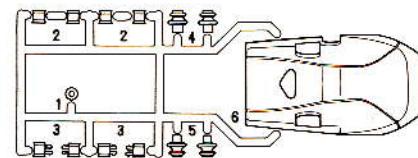
Aluminium Color
Metallic Grey
Gold
Semi Gloss Black
Red
Green
Gun Metal

**J PART**

Gun Metal
Aluminium Colour
Chrome Silver
Matt Black
Metallic Grey

**K PART**

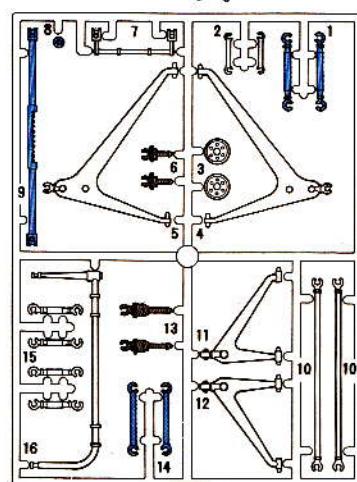
Aluminium Colour

**P PART**

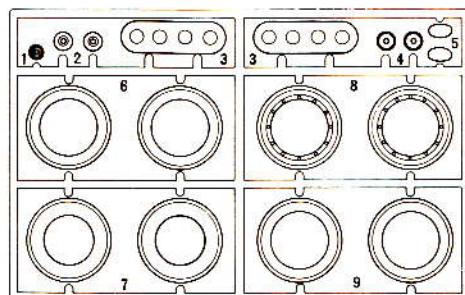
Front Tyre x 2 White

**N PART**

Black
Matt Black
Chrome Silver

**L PART**

Red

**M PART**

Vinyl Pipe
Vinyl Cord
Transparent Pipe
Mesh

2mm Screw(long) x 2 2mm Screw(short) x 4 2mm Nut x 6
Coil Spring(long) x 2 Coil Spring(short) x 2 Air Duct x 2

Rear Tyre x 2

