AMF

1/6 scale

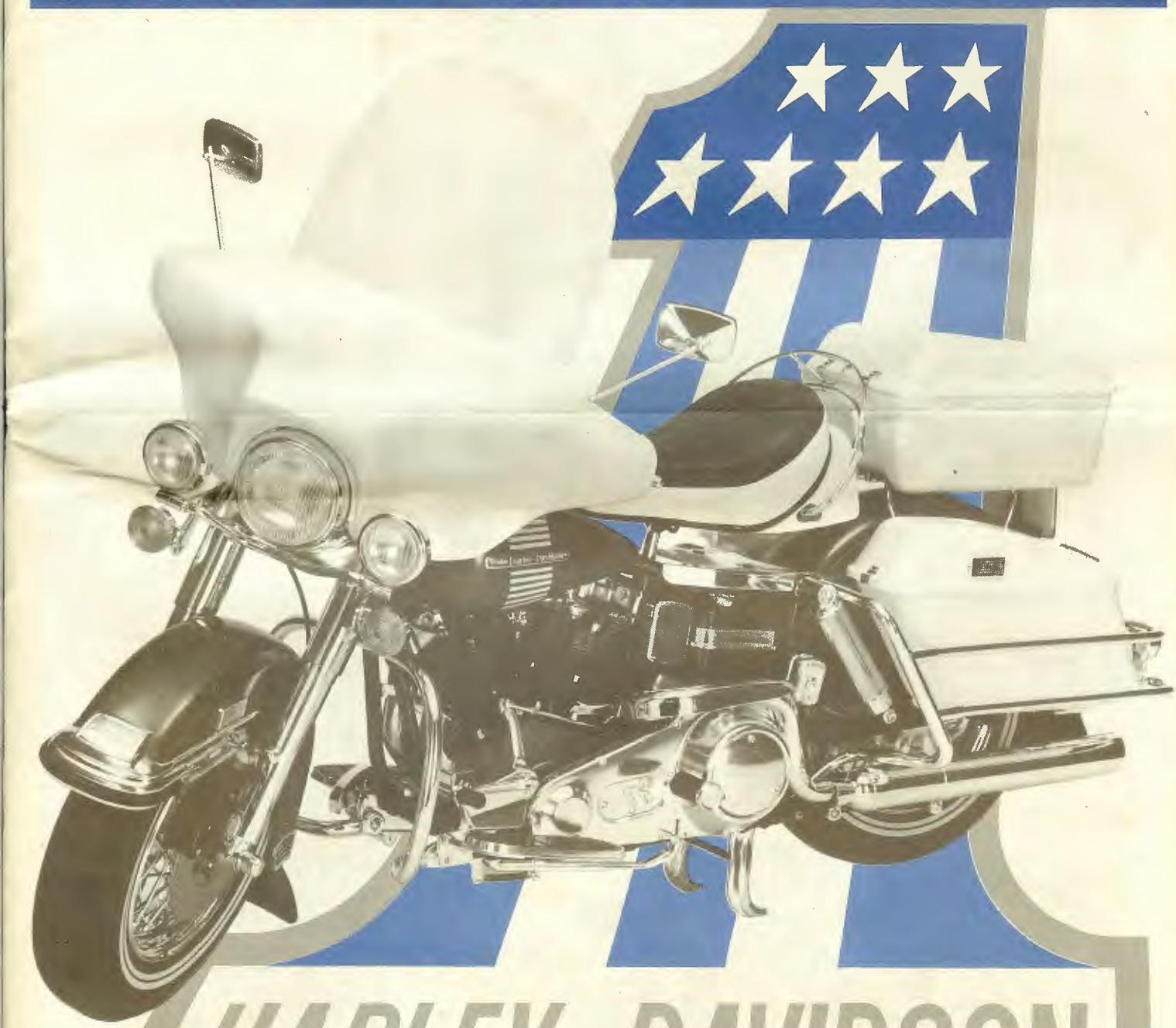
SUPER DETAILED V-T WIN ENGINE
COIL SPRUNG WORKING FRONT & REAR SUSPENSION
SUPER DETAILED SEMI-PNEUMATIC RUBBER TYRES
FULL ACCESSORY PARTS

Harley-Davidson FLH1200

BIG SCALE 7

TAMIYA

TAMIYA PLASTIC MODEL CO.
628, OSHIKA, SHIZUOKA CITY, JAPAN



HARLEY-DAVIDSON

AMF

Harley-Davidson FLH1200

A BRIEF COMPANY HISTORY

It was the turn of the century. The horse and buggy was still the fastest way to go...and bicycles threaded their way throughout America's growing cities and rural areas. The automobile, however, was on the horizon, and with it a new era in transportation would shortly be born. The internal combustion engine was soon to change the face of the landscape.

At the same time, ambitious men in Europe and the U.S. had been experimenting with steam powered prototypes that mated motors to bicycles. As early as the late 1800's steam powered cycles were being tested. A fledgling motorcycle industry was being spawned.

However, it wasn't until 1901 that the first commercial motorcycle was produced by E. R. Thomas Motor Company....followed by other American makers....Indian, Yale, Minnesota, Pope, Merkel, Henderson, Thor. With one exception, all these companies were to fold within decades. Only the Indian (which was produced till 1953) and the Harley-Davidson Company would survive. And today, Harley-Davidson is the largest motorcycle manufacturer in the U.S. At one time over 70 U.S. cycle makers competed for U.S. popularity. Today Harley-Davidson stands alone in the U.S.

A LEGEND IS BORN

Harley-Davidson Motor Co., Inc., producer of the largest most powerful U.S. machines on the road, was born in 1903, when in Milwaukee Wisconsin, Bill Harley, then a draftsman, and his friend, Arthur Davidson, a patternmaker, started spending evenings in a basement workshop. Together with the help of an unidentified German draftsman, they built, tinkered and developed their ideas for a workable marriage of bicycle and engine. To this group came Walter Davidson, a railroad machinest, soon joined by William Davidson, an experienced toolmaker. They devoted their free time to the project of perfecting a gasoline powered engine. There were no sophisticated tools, machinery or manuals. No manufactured parts. Only desire and ideas.

A TOMATO CAN FOR A CARBURETOR

All the parts were machined by hand. The engine of this first belt-driven model was bored and stroked $2\frac{1}{8}" \times 2\frac{7}{8}"$ generating a "respectable" 3 h.p. The spark plug was as "big as a door knob".

Their first carburetor was made from a tomato can...and the final result was a single cylinder 3 h.p., loop frame motorcycle that still needed "leg power" assist on the hills. This would never do. The purpose of the project was to eliminate physical effort. Back to the drawing boards they went.

The next model saw the bore and stroke increased to $3" \times 3\frac{1}{2}"$. The flywheel doubled in size from 5" to $11\frac{1}{2}"$. The carburetor was redesigned to allow for more perfect adjustment. Now more physical room was needed for the work. They built a $10' \times 15'$ wooden shed in the Davidson family's back yard. It was 1903, and with this shed the Harley Davidson company was formed. The "factory" in operation. The first three Harley Davidson's assembled in the original building were sold before they were completed.

The first to a man who rode it for 6,000 miles, and sold it to another man who rode it 15,000 miles more, and then to a third man who added 18,000. The next owner put 12,000 miles on it, and when last heard of, the following owner had added 32,000 miles.

A PERIOD OF GROWTH

The business had started. The factory started to grow. More family joined the group. Outside craftsmen were hired. In 1906 fifty motorcycles were produced. In 1907 one hundred and fifty more were built. In 1917 eighteen hundred. New ideas, new modifications, new techniques. The Harley-Davidson Company, Inc., was on its way.

Today the Milwaukee complex, which was the first of the firms production facilities, contains 499,000 square feet of manufacturing and office space. It still serves as headquarters for the firm's international operations.

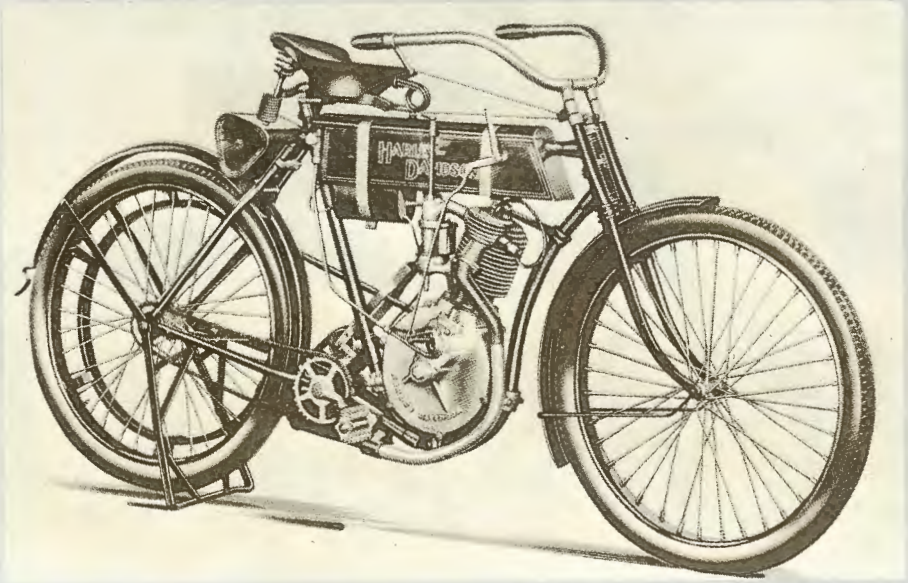
When World War I broke out in 1917, all production for the next two years was devoted to the military vehicle. 20,000 motorcycles were built for the Armed Forces and used for dispatch and scout work.

Again, during World War II, Harley Davidson machines were used on the battlefield. Military 45 cu. inch twins known as WLA's were built for the services. By World War II's end, 90,000 Harley Davidson WLA's were assembled.

After the war, the demand for Harley Davidson cycles was enormous. A new plant was purchased in Wauwatosa, Wisconsin in 1947. Today this plant contains a total of 323,000 square feet.

A BRIEF SUMMARY OF HARLEY DAVIDSON DEVELOPMENT TRACED THROUGH TECHNICAL AND MECHANICAL ACHIEVEMENTS AND NEW INTRODUCTIONS

1909—Introduction of the V-twin...6 h.p.
1911—The 61 cu. in. twin cylinder side valve V-twin.
1912—The first commercially successful motorcycle clutch mechanism is introduced.
1913—Chain or belt drive becomes optional on most models. The "5—35" model is added to the line—(5 h.p.—35 cubic inch displacement).
1914—Foot pegs were introduced to operate a step starter and an internal expanding rear brake. Other modifications included the choke mechanism and two speed transmission. The rear brake could be dually controlled by either the pedals or a right foot control.
1915—Three speed transmission introduced.
1920—Electric lights, throttle and spark twist-grip controls and chain instead of V-belt drive.
1922—The 74 cu. in. twin recommended for pulling the two passenger side car.



1903 Harley-Davidson

People who founded the Harley-Davidson

1924—Alemite lubrication system introduced by Harley-Davidson.
1925—Drop forged steel frame fittings used.
1928—Introduction of front wheel brake, and a carburetor cleaner.
1929—The WL 45 cu. in. side valve twin model (which was used by the U.S. Army) was introduced for civilian use.
1930—The VL 74 cu. in. side valve and the 21" single model. During the 1930's interchangeable wheels, high compression aluminum pistons, form wound generators, generator and oil pressure signal lights, centrifugal oil pumps.
1932—Three-wheeled commercial Servi-Car powered by the 45" twin, popular for police use.
1936—The 80 cu. in. side valve engine and the 61 cu. in. OHV with hemispherical cylinder heads, dry pump lubrication, and a gas reserve valve.
1941—Introduction of the first 74 cu. in. OHV model.
1947—The 125 cu. centimeter single cylinder was introduced. It was the first Harley-Davidson two-stroke machine. A popular "lightweight".
1948—Introduction of hydraulic valve lifters, aluminum heads, bronze valve seats on the 74 cu. in. model (Many of these features had only previously been seen on aircraft and expensive autos.)
1949—The 74 became the Hydra-Glide with introduction of a front fork with helical springs and hydraulic oil dampening on all V-twin models.
1952—Five speed foot shift on the K45 sportster and hand clutch, low slung frame, hydraulic dampened front forks and rear shocks.... the famed sportster was born. Chrome plated piston rings on all models.
1958—The Hydra-Glide was given an added safety feature—a hydraulic rear brake.
1959—The Hydra-Glide became the Duo-Glide with the addition of hydraulically dampened, swinging arm rear fork to go with its hydraulically controlled front fork. The same year the lightweight 125 cc Hummer was added and sold along with the "165" lightweight.
1965—The Duo Glide becomes the Electra-Glide with the introduction of an electric starter and is more powerful. 65 h.p. engine.
1969—Introduction of the 350 cc Sprint SS...a powerboost for the the middle-weight cycles.
1970—Introduction of the XR 750 OHV racer.
1971—Introduction of the Super-Glide.
1972—The 1,000 cc Sportster and the new hydraulic front disc for the Electra-Glide.
1974—The FLH 1200.

MOTORCYCLE RACING: WHERE MAN AND MACHINE BATTLE TIME AND TERRAIN

As the largest production motorcycle made today, the FLH 1200 is in a class by itself. It is the latest in a long line of Harley Davidson machines, which range from lightweight trail bikes and Sportsters to these cross-country models.

However, today, as in years past, the measure of a motorcycle is to be found not only in its value as a leisure time vehicle, or as a tool of daily transportation, but also as a finely tuned example of racing machinery.

Thanks to man's competitive nature, motorcycle racing was born almost as early as motorcycles themselves. For Harley-Davidson, it began in 1908 when the Federation of American Motorcyclists, the predecessor of today's American Motorcycle Association, saw Walter Davidson

AMF

Harley-Davidson FLH1200

Photos:
By courtesy of the
Harley-Davidson Motor Company, Inc.

win its Endurance Run in the Catskill Mountains with a perfect score of 1000 plus 5—for outstanding consistency of rider and machine.

Today, Daytona, Bonneville, Ascot, Laconia, Longhorn and others are also prime locations. Oval dirt tracks, paved road courses, desert trails, hillclimbs, and more, are the battleground. Here man and machine test their skill against time and terrain. Here too, the power of the motorcycle can be unleashed, speed and endurance measured.

HARLEY-DAVIDSON, AN ENVIABLE REPUTATION

Harley-Davidson's competition machines range from super streamlined, fiberglass shelled models down to converted street machines equipped for cross country scrambles.

Harley-Davidson road racing motorcycles exceed 150 mph and are capable of sustained endurance.

To illustrate Harley-Davidson's superiority, consider that from 1954—1969 Harley-Davidson riders have won the National AMA Championship 13 times.

Harley Davidson cycles presently hold 14 official Bonneville speed records and have broken dozens of other records.

It might be interesting and certainly informative to trace the growth of the Harley-Davidson company through the pages of motorcycle racing...noting the story they have written.

While in its early days Harley-Davidson made no special efforts to produce racing bikes, it soon entered seriously into the race end of the business... and in 1914 established a racing department. Now it would no longer be stock machines with the Harley-Davidson name that entered and won races.

In the very same year (1914) Harley-Davidson won the One Hour National Championship under FAM (Federation of American Motorcyclists) Sanction at Birmingham, Alabama.

The following year, Harley-Davidson took a total of 26 firsts including the Dodge City 300 Mile race which at the time was the premiere motorcycle race in the country.

In 1916 they finished first again at Dodge City, and garnered the first four places at the Sheepshead Bay Board Track in New York, followed by the first three places in the FAM National Championship. Fifteen victories in all. In a 450 mile event at Omaha, eight out of ten Harley-Davidson riders posted perfect scores.

In a 20-hour run at Poughkeepsie, both the Harley-Davidson solo and sidecar teams finished with perfect scores.

Following a racing lull during WW I Harley-Davidson's stock pocket valve and special eight-valve racing machines dominated competition.

In 1920 Harley-Davidson captured the first four places at the Ascot Track in Los Angeles; the first five places at the South American Tourist Trophy Race and first place at Dodge City, and Sheepshead Bay too.

It was in 1920 that Harley-Davidson stock and racing engines set what was then new speed records at Daytona Beach. The stock pocket valve did 102.87 miles per hour and the racing eight-valve did 111.98. In fact, in 1921 Harley-Davidson riders won eight out of eight National Championship races.

Through the years, victories for Harley-Davidson cycles were posted consistently and during the 1920's the following wins were chalked up either by factory, teams, dealer contestants or private individuals. These included the Jack Pine Championship Endurance Run; the National Miniature TT races—from 1934 through 1940; the 200 mile road race from 1931 through 1935. Six National AMA Dirt Track Championships in 1931. All five Nationals at Syracuse in 1935; the 100 mile TT in 1935 and 1937 where Harley Davidson riders finished in the first seven places; the first three places in the Southwest TT in 1937, and more to follow.

SETTING RECORDS

In 1937 an exciting new engine, the stock design, overhead valve, 61 cubic inch V Twin set a new speed record of 136.183 miles per hour at Daytona Beach. As late as 1970 this record had not been equalled at Daytona Beach.

In 1940 Harley Davidson took firsts at Laconia, New Hampshire, and Daytona, Florida. (twelve of the first fifteen places, and the first seven places at the Oakland 200 Mile National Championship.) It was 1947 and Harley-Davidson won the National TT, the National Miniature TT and Nationals at Richmond, Springfield and Milwaukee. Seven of the top ten riders at Daytona were Harley-Davidson riders.

In 1948 Harley-Davidson riders won 19 of 23 National Championship races. In 1960 these machines won 26 of 33 events at the Jack Pine Endurance Run.

The following is a list of additional Harley-Davidson victories:

1954—Joe Leonard, on a Harley becomes first American Motorcycle Association Nation Champion (Based on accumulated yearly point totals in AMA sanctioned races). Harley-Davidson riders also finished second and third.

1955—Brad Andres won the Championship on his Harley-Davidson.

1956—Joe Leonard—National AMA Champion on a Harley-Davidson.

1961—Earl Rezweber won 98% of all the races he entered. In the Nationals he had four firsts, three seconds and one third...all on Harley-Davidson machines. 1962, 1965, 1966—Bart Markel won the championships on a Harley-Davidson.

1964—Roger Reiman wins on a Harley-Davidson.

IN SUMMARY

National champions have ridden Harley-Davidson machines in thirteen of the fifteen years (1954—1969) that a champion has been determined.

The 200 mile National Championship Race at Daytona International Speedway is today considered one of the big ones. The first 200 mile National Championship Race for motorcycles to be held on this course was held in 1961. Roger Reiman won on a Harley-Davidson. In 1963 Ralph White won it on a Harley-Davidson. In 1964 and 1965 Reiman again won on his Harley-Davidson.

In 1968 Carl Rayburn won with a record average speed of 101.20 mph after being the first rider in Daytona history to lap the entire field of competitors and the first to average over 100 mph for the entire race.

1968 saw Harley-Davidson riders take eighteen firsts out of a total of twenty three National Races.

In essence, Harley-Davidson's long and proud history of competition wins, points out the firms constant striving to continue as a leader in design, and keep at the fore front of motorcycling innovation. Through the years the Harley-Davidson families have grown and expanded their plants and developed their operations. In 1969 they merged with AMF (American Machine and Foundry Company).

THE FLH 1200—FEATURES AND SPECIFICATIONS

Not the lightest, not the fastest, but perhaps one of the most comfortable cross country, heavy duty machines on the road, the FLH 1200 has a low compression ratio, is a low stressed engine, whose road longevity is quickly becoming legendary.

Used by Police Departments all over the U.S. the FLH 1200 is in a class by itself when it comes to combining cross country comfort, and reliable performance with speed and durability.

Many of these items are reproduced down to the smallest detail within this kit, the prototype Harley-Davidson FLH 1200 features:

- 1200 cc 4-stroke V-twin power plant.
- Hydraulically operated disc brakes front and rear.
- Circuit breakers which eliminate fuse replacement.
- Rocker type safety kill switch that remains on without holding.
- Heavy duty front forks.
- 12 volt headlight with spotlights.
- Full instrumentation with fingertip controls.
- Super deluxe buddy seat mounted on Harley-Davidson seat post.
- 5 gallon fuel tank.
- Saddlebags and Tour pak.
- 4-speed constant mesh transmission.
- New 38mm carburetor.
- Twin dual exhausts.
- Speedometer positioned between twin fuel pods.
- Security Alarm System.

FLH1200 SPECIFICATIONS

- Tire Size Front and Rear: 5.10×16
- Wheel Base: 61.5"
- Saddle Height: 33"
- Ground, clearance: 6"
- Weight: 722 pounds

Engine Type ..... OHV V-Twin
Bore & Stroke, Inches ..... 3.437×3.968
Displacement, cubic inches 74
Displacement, cubic centimeters 1200
Compression Ratio 8.1
Carburetor 38mm
Clutch Type ..... Multi-plate dry disc.
Primary Drive ..... Double-row chain
Final Drive ..... Single Chain
Transmission ..... 4 Speed constant mesh
Gear Ratios—Overall:
1st. — 10.74
2nd. — 6.50
3rd — 4.39
4th. — 3.57
Disc brake diameter front and rear 10
Gas Capacity ..... 5 Gallons
Oil Capacity ..... 4 Quarts
Electric System: 12 volt battery and alternator permanent magnet type with solid state rectifier and regulator. Electric system meets or exceeds all state and federal regulations for lighting.

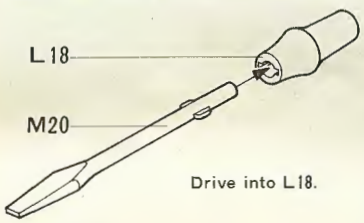
(Much of the above information has been gleaned from the written history and other materials graciously supplied by the Harley-Davidson Motor Company, Inc.)

1973 Harley-Davidson FLH1200

★Study the instructions and photographs before commencing assembly.
★You will need a sharp knife, a screwdriver, a pair of pliers.
★Do not break parts away from sprue, but cut off carefully with a pair of pliers.
★Before finally cementing each part together be sure that parts fit correctly together. And that you are aware of the next sequence to be followed.
★Use glue sparingly. Use only enough to make a good bond. Apply cement to both parts to be joined. Only blue shaded parts should be glued.

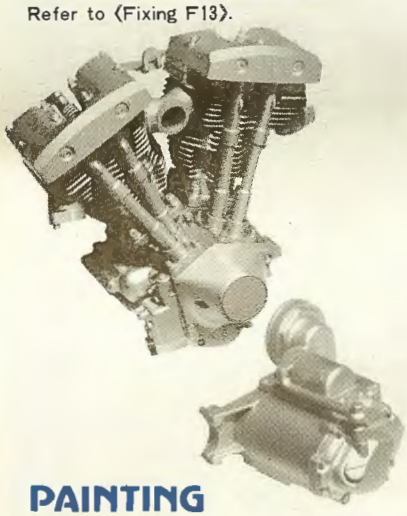
This mark shows the colour this part should be painted. Colours are indicated in the construction drawings and also on page 16. For tips for better painting refer to PAINTING on almost each page.

〈Construction of Screwdriver〉



1 〈Construction of Engine Block〉

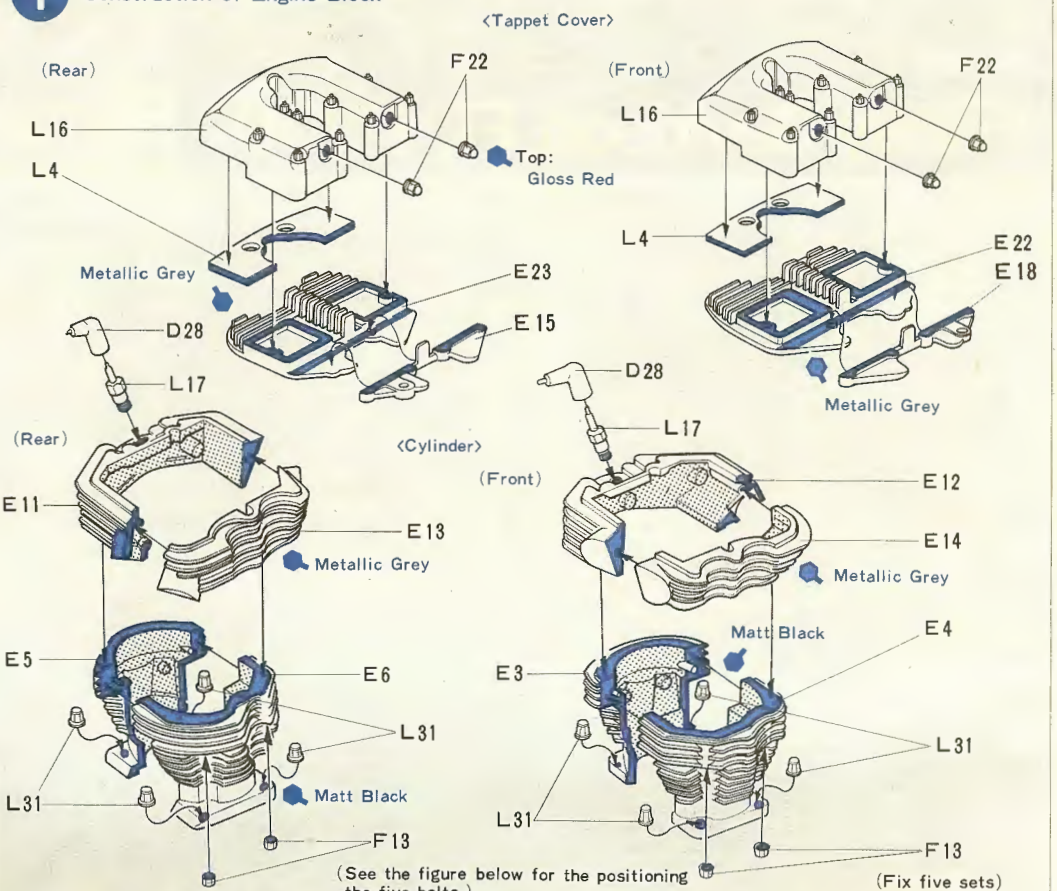
Each part at this step looks similar in shape. Make sure of each part number and assemble. Fix each five (5) sets of F13 to the front and the rear. Refer to 〈Fixing F13〉.

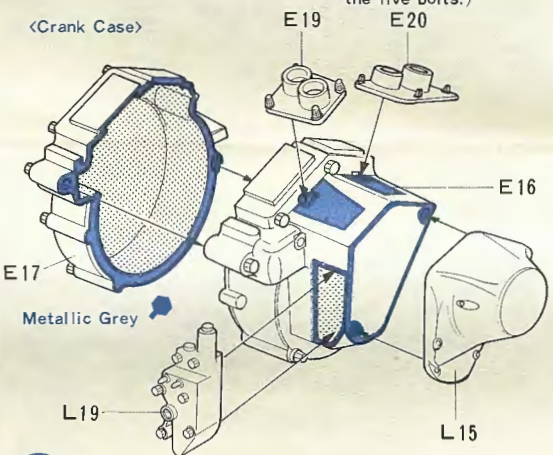


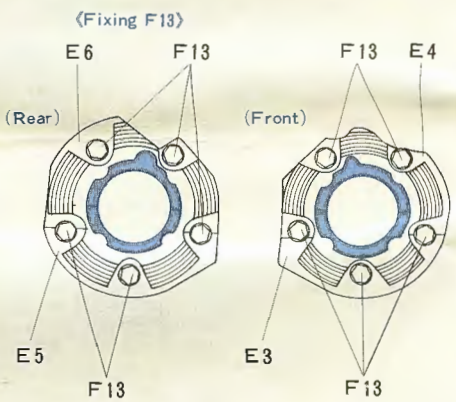
PAINTING

Many Parts in this kit are self coloured. However by painting other parts in the correct colours you will add extra realism to your model and will have created a true masterpiece.
One of the keys to successful painting is to paint only after you have constructed a particular part. Before painting be sure that the adhesive has properly dried and that surplus glue has been removed. Surplus glue and any uneven joints should be carefully filed. If you always use glue spareingly and pay great attention to even the smallest detail you will be assured of a better result.

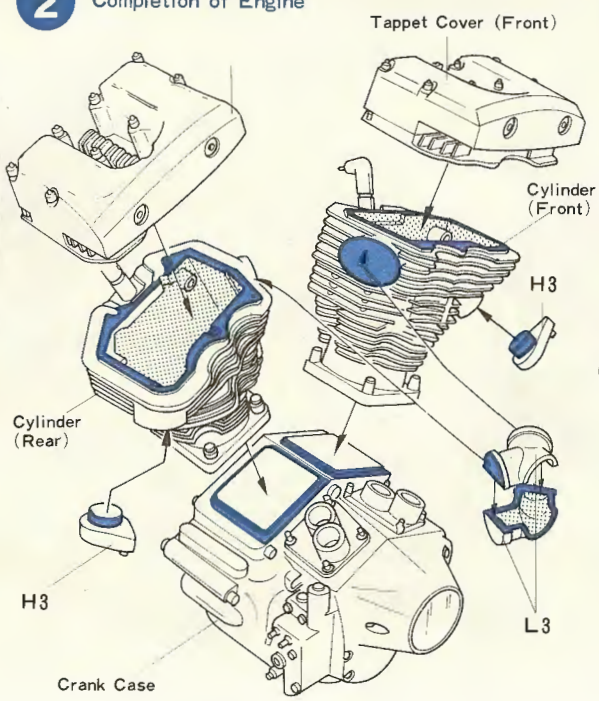
1 Construction of Engine Block



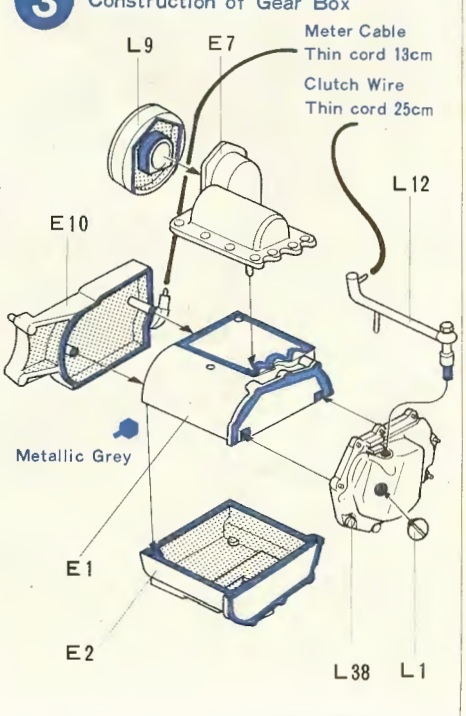




2 Completion of Engine



3 Construction of Gear Box

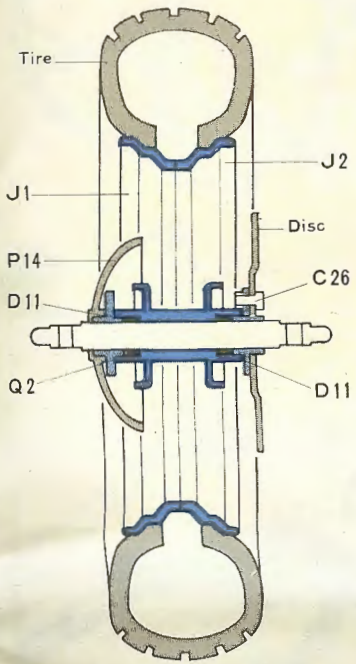


4 〈Construction of Headlight〉

Be sure to use only the minimum of glue when joining clear parts.

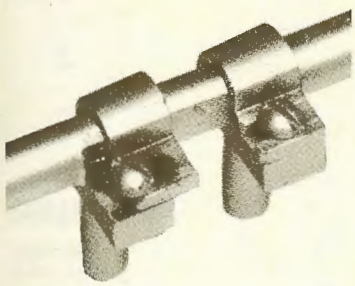
5 〈Construction of Front Wheel〉

Assemble two (2) sets of Discs. See the sectional plan, and assemble wheel.



7 〈Construction of Handle-Bar〉

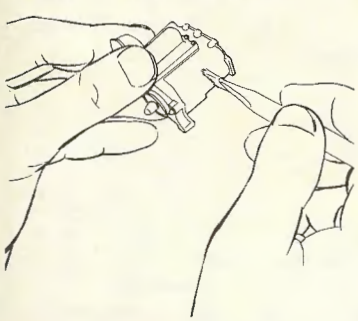
Assemble Clutch Lever and Brake Lever and put them aside to dry. In assembling Q7 & Q4, see the reference figure below.



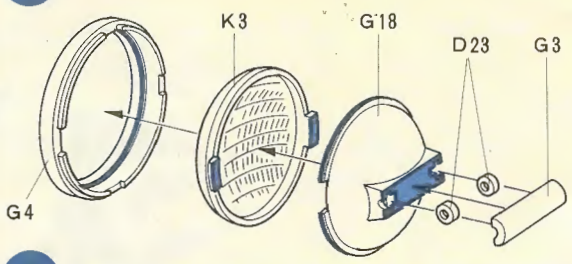
PAINTING

〈Painting of Engine & Gear Box〉

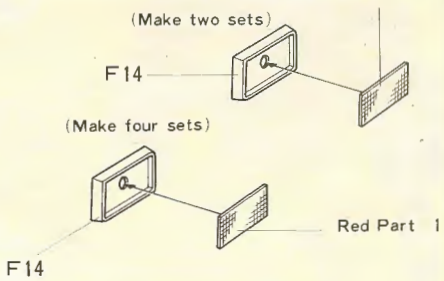
After you have painted the engine and Gear Box but before the paint is dry, brush again with dry brush to create a cast metal finish.



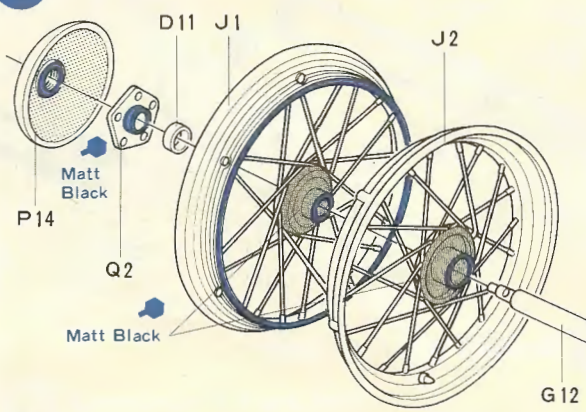
4 Construction of Headlight



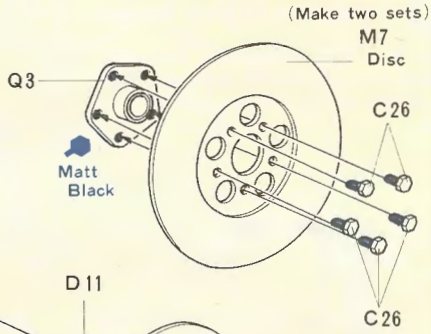
〈Construction of Reflectors〉 Yellow Part 1



5 Construction of Front Wheel

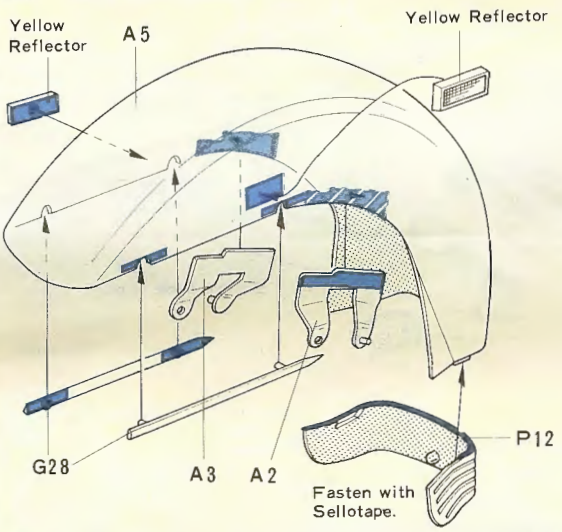


〈Construction of Discs〉 (Make two sets)

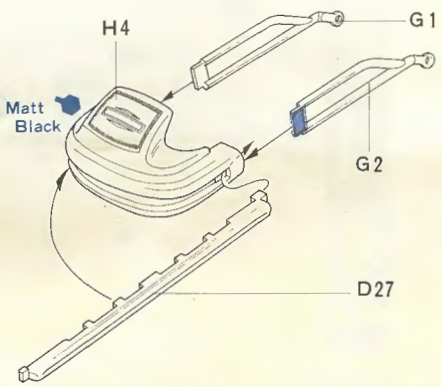


Refer to the left sectional plan.

6 Construction of Front Fender

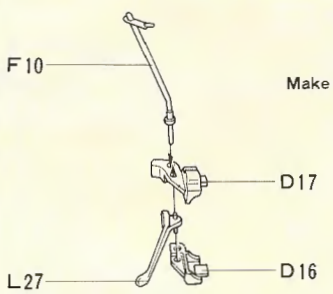


〈Front Bumper〉

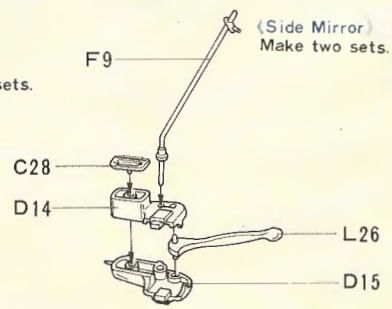


7 Construction of Handle-Bar

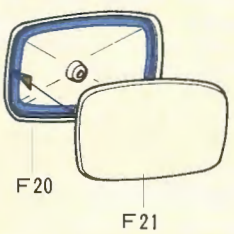
〈Clutch Lever〉



〈Brake Lever〉

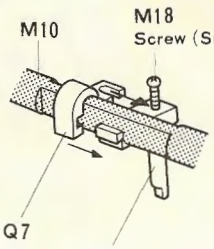


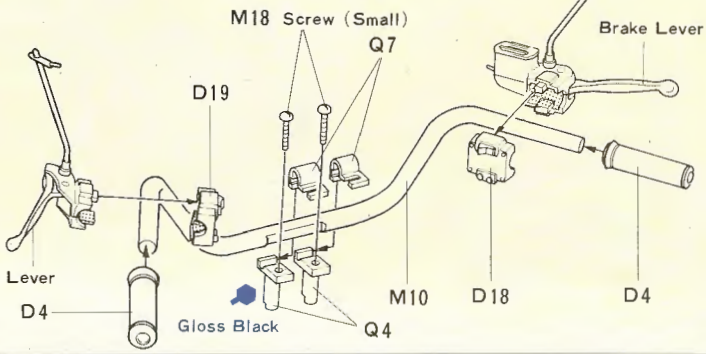
〈Side Mirror〉 Make two sets.



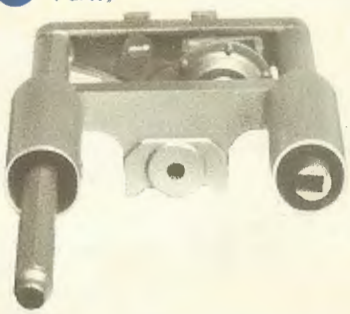
Clutch Lever L27 and Brake Lever L26 should be free to move. Be sure therefore not to glue.

〈Handle Post Reference Figure〉



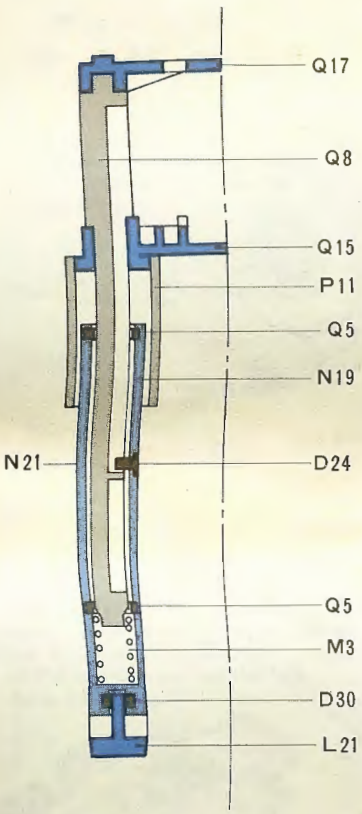


8 〈Construction of Front Damper Parts〉



9 〈Construction of Front Damper〉

See the figure below and assemble. Insert Inner Tube into Bottom Cases as shown in the diagram and then fix D24.



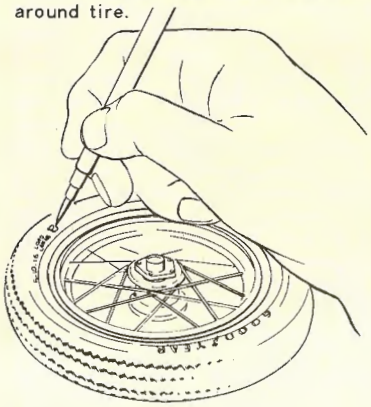
10 〈Completion of Front Fork〉

Assemble Fender first of all, next Wheels, and then Headlight. Fix Fenders with Screws in the way as shown in the reference figure.

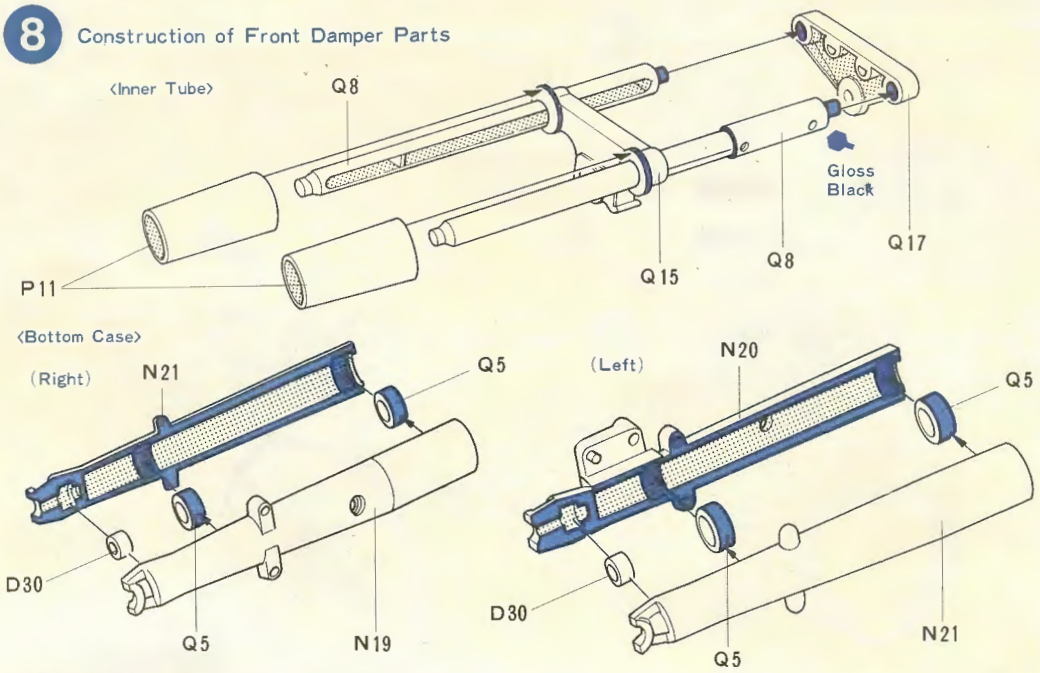
PAINTING

〈Painting of Tires〉

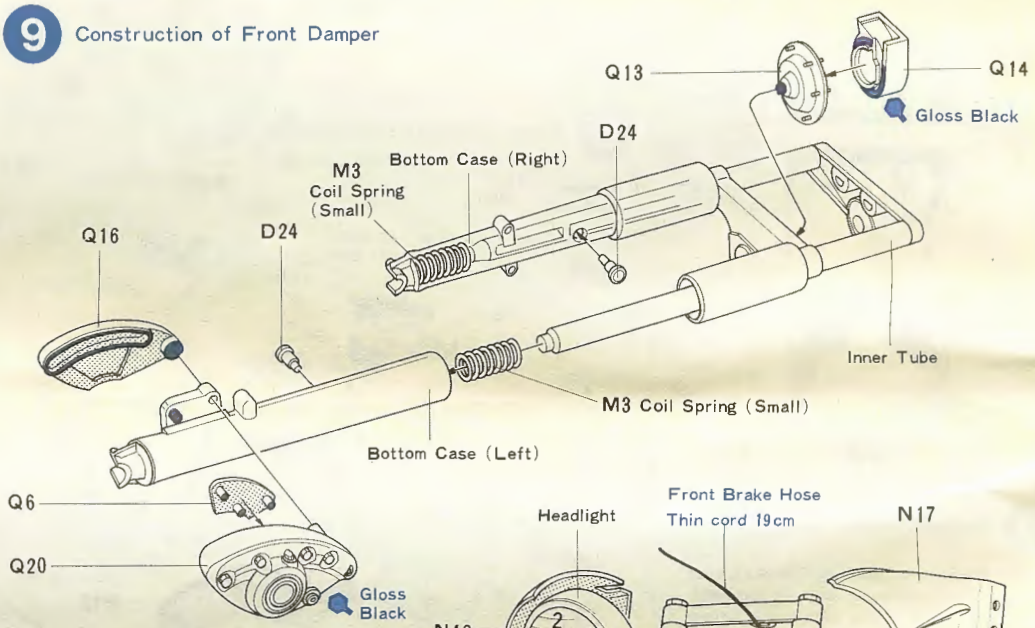
Pick out letters on Tires in gloss white. Draw two white ribbons around tire.



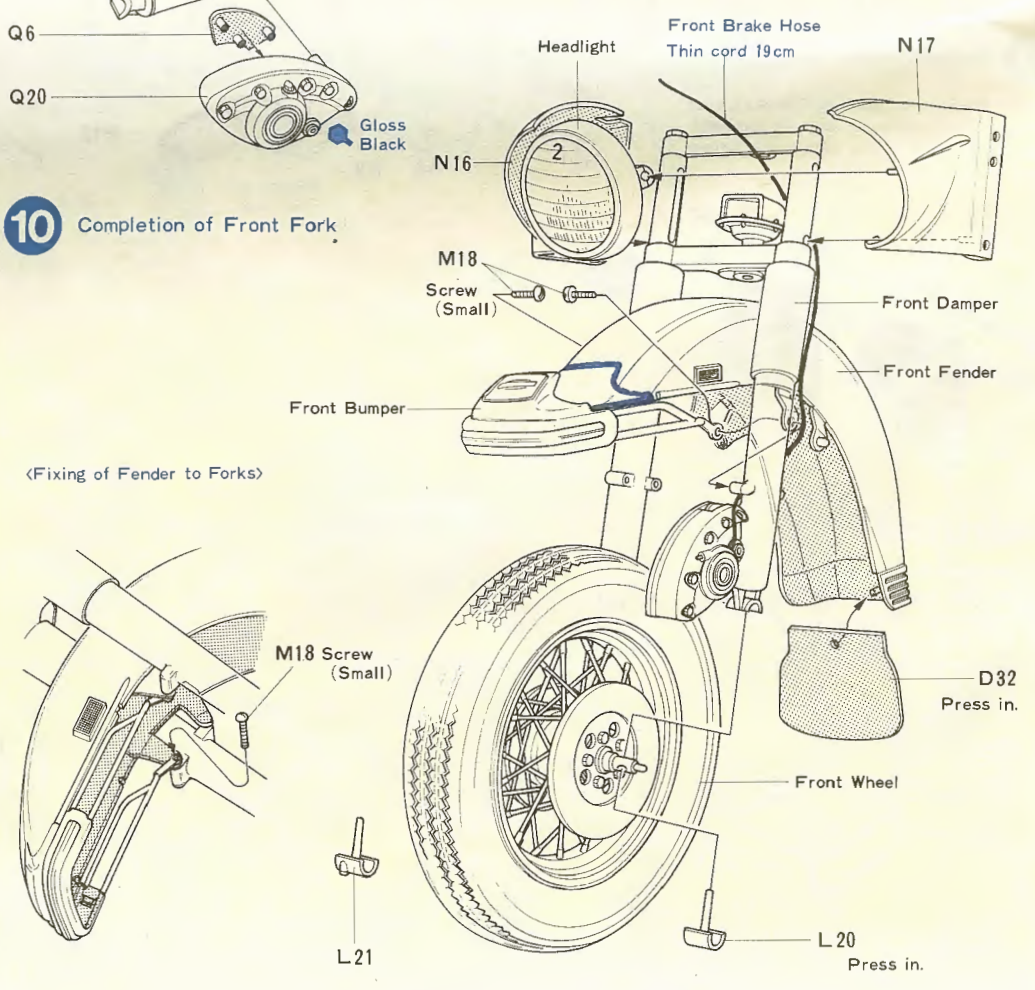
8 Construction of Front Damper Parts



9 Construction of Front Damper



10 Completion of Front Fork



19cm

0

11 〈Construction of Frame〉

It is recommended to fix each part first to B12 and last of all fix B1. Make sure that you put inside Poly Parts in position.

12 〈Construction of Frame Parts〉

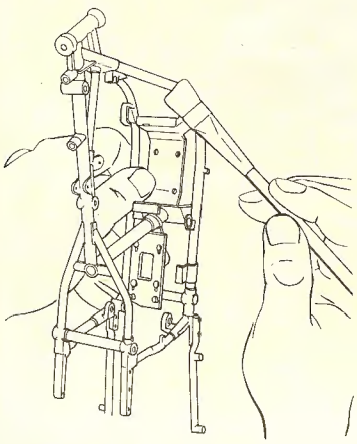
Assemble Seat Support & Rear Fork. Press D22 into Rear Fork after cementing C7 & C10.

13 〈Completion of Frame〉

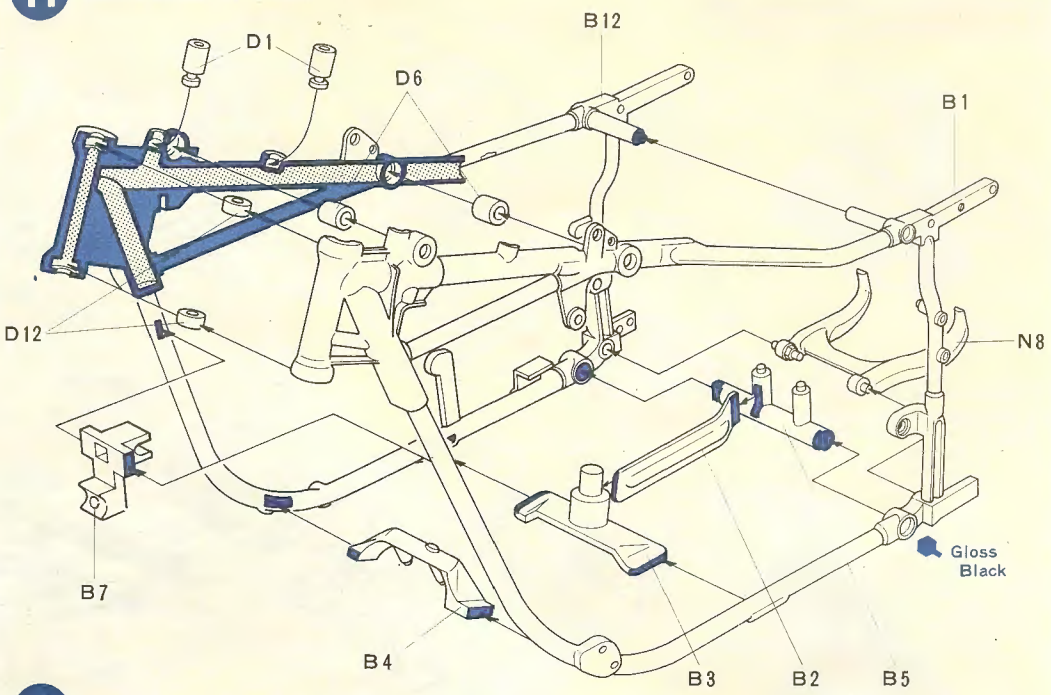
Fix each part as shown in the diagram.

PAINTING

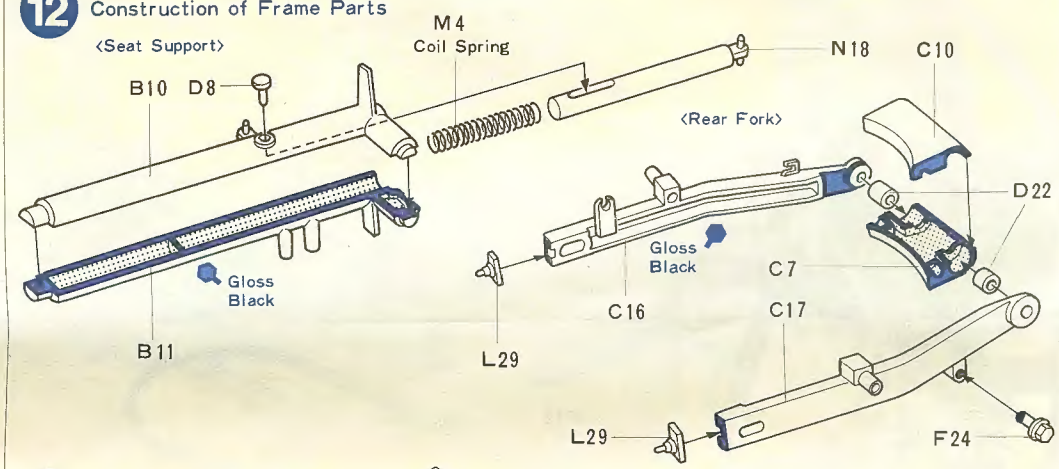
〈Painting of Frame〉
Paint black parts in Gloss Black. Frame should be carefully painted one side at a time so as not to finger mark.



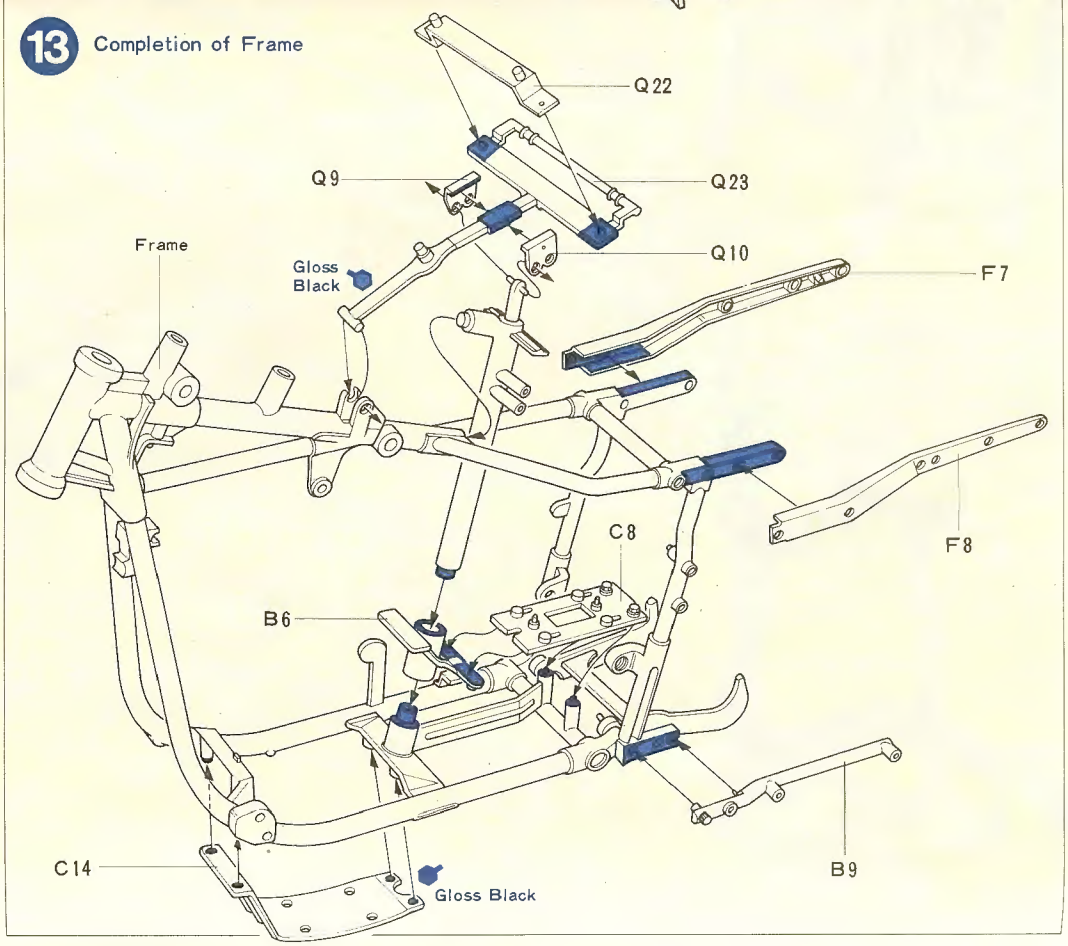
11 Construction of Frame



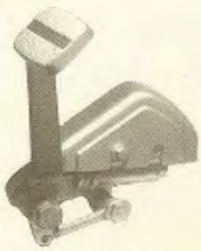
12 Construction of Frame Parts

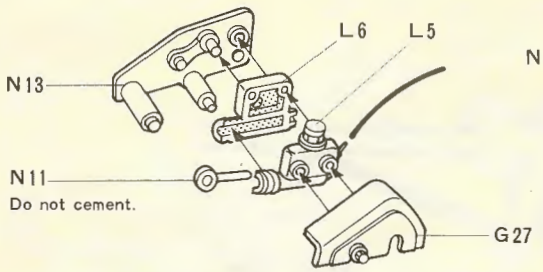


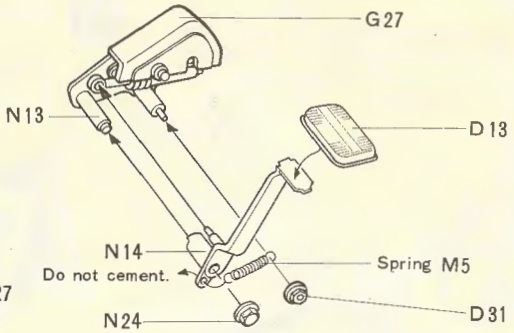
13 Completion of Frame



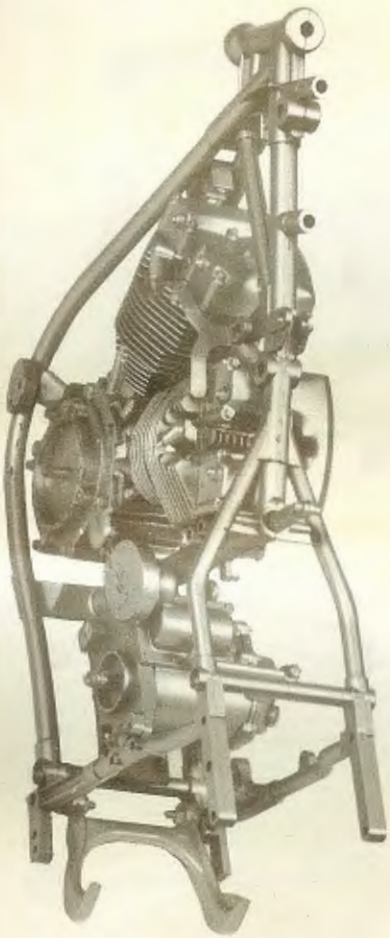
Assemble Master Cylinder L5, L6, N11 and fix to Plate N13. Fix N14 last of all.

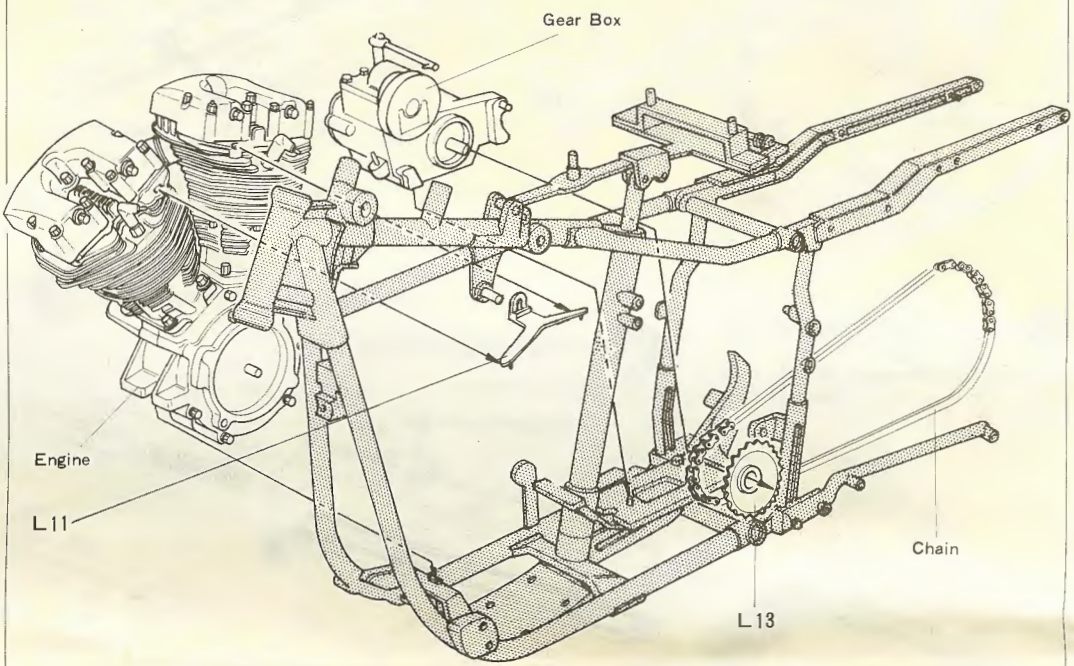


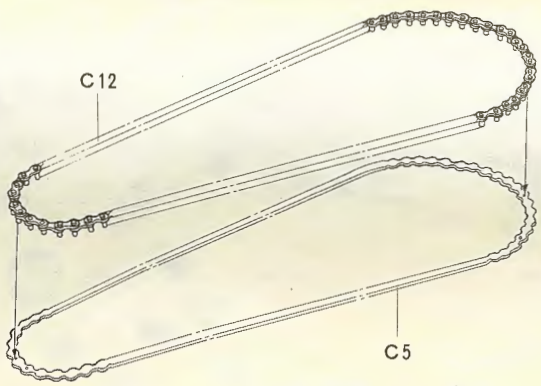




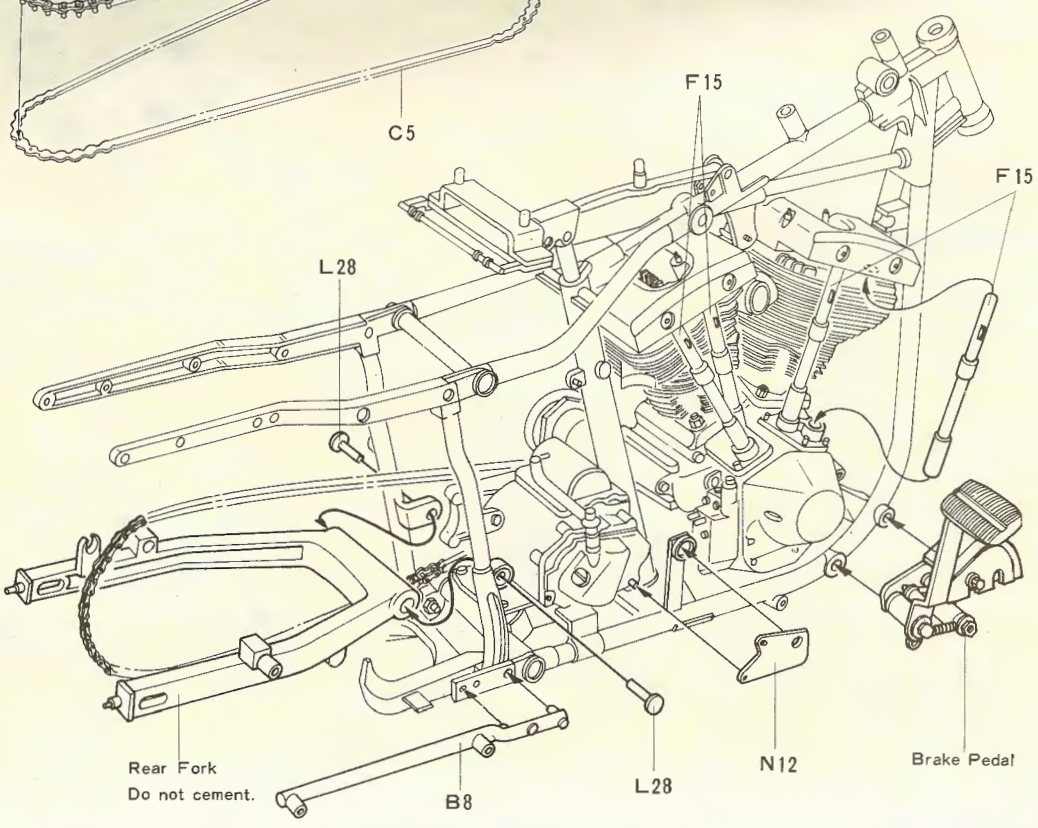
Fix Sprocket Wheel L13 & Chains to Gear Box and insert this assembly into Frame.





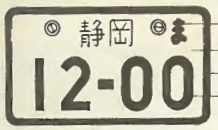


Rear Fork is movable. Just insert L28 without using glue. Insert one end of F15 to hole in Tappet Cover and another end to hole on the base of Crank Case.

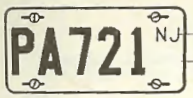


Select whichever Number Plate you prefer and paint as shown below.

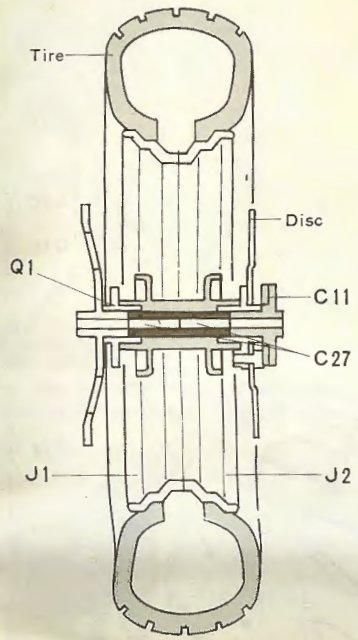
Japanese Number Plate.



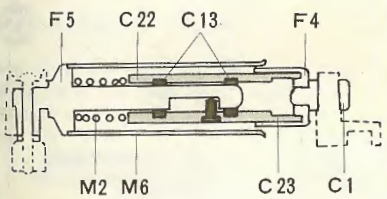
American Number Plate



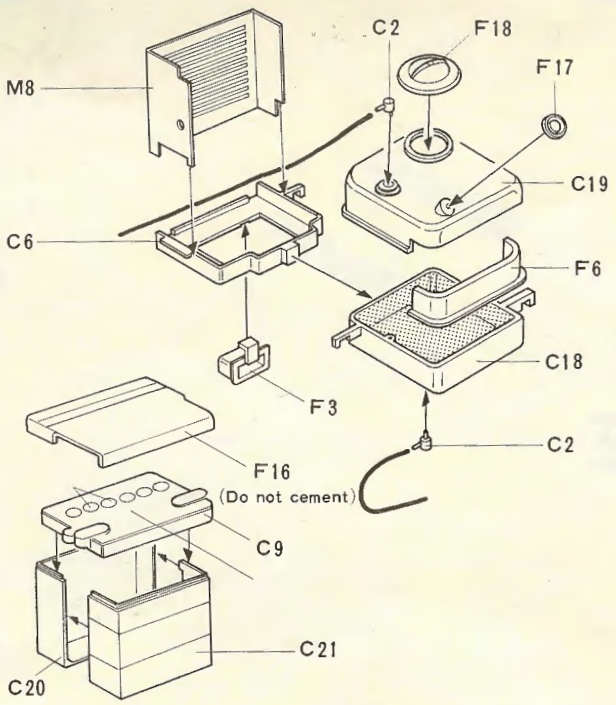
When you assemble Rear Wheel, refer to the sectional plan below.

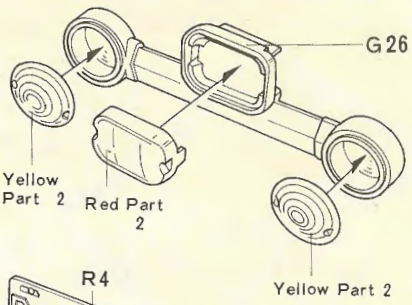


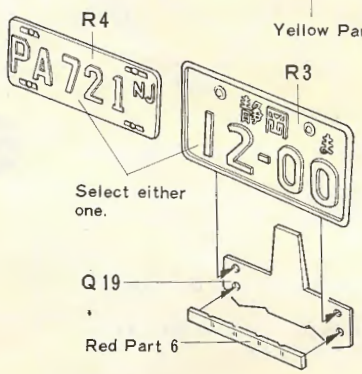
When assembling Rear Damper, refer to the figure below. There is a difference between right and left of C1. Make sure of its direction in the drawing, and cement.

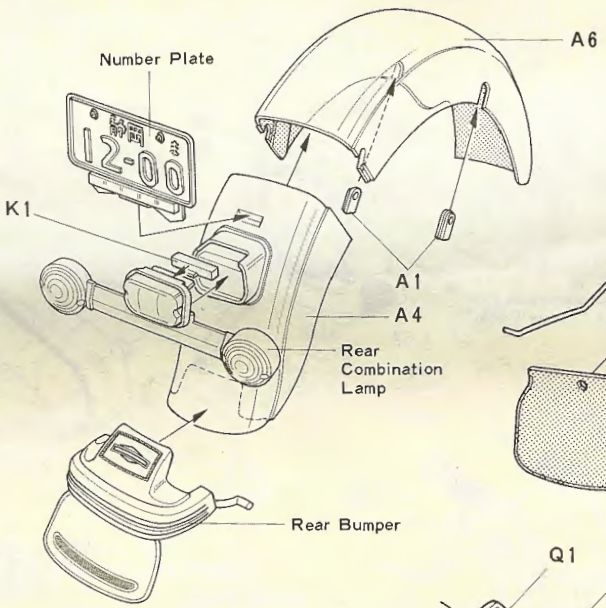


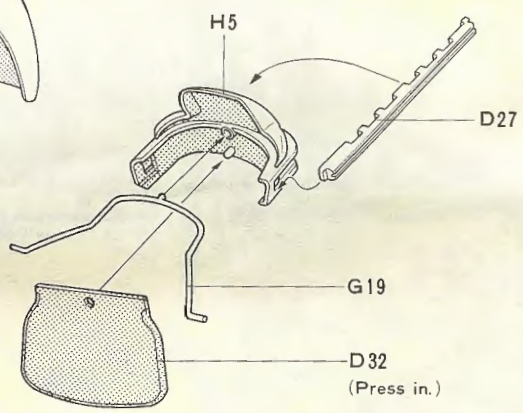
To obtain better result, hold Number Plate on a rest and paint it carefully.

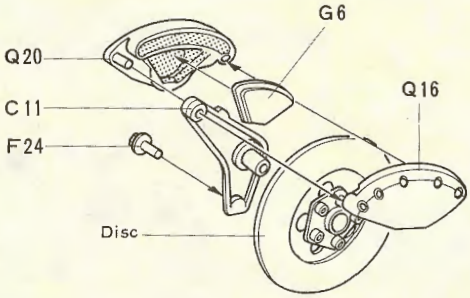


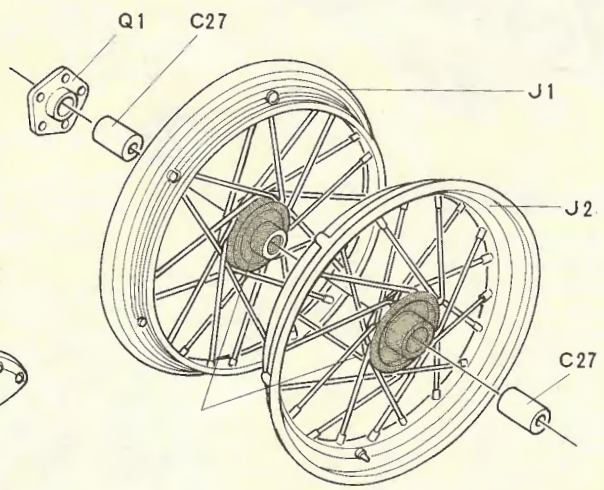


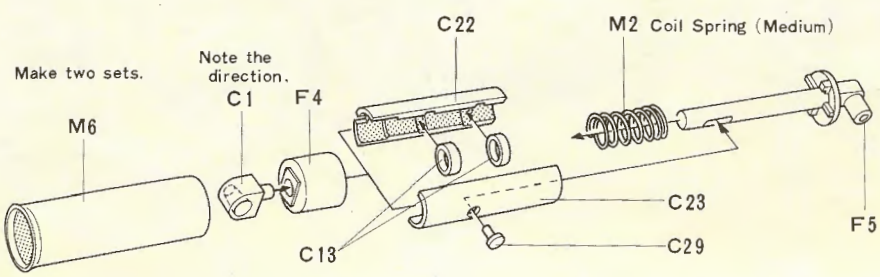






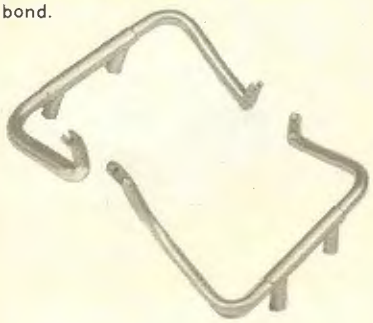






22 〈Construction of Rear Bumper & Carrier〉

Rear Bumper & Carrier will be fixed with Screws later. When cementing G21, G22, P8, P9 to their respective parts make sure of a good strong bond.



23 〈Fixing Secondary Drive Chain Case〉

Note: Fit L22 between Chain. Decide the fixing angle of L33 after fitted onto L23.

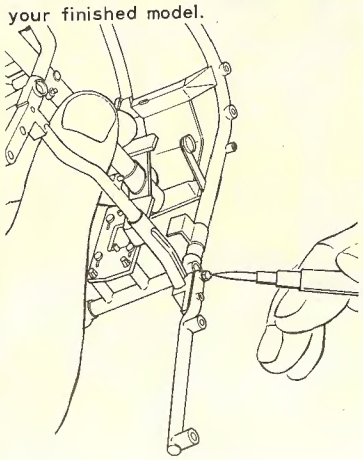
24 〈Fixing Starter & Oil Tank〉

Fix in the order of Starter (E8, E9, E21), Oil Tank, and Fender.

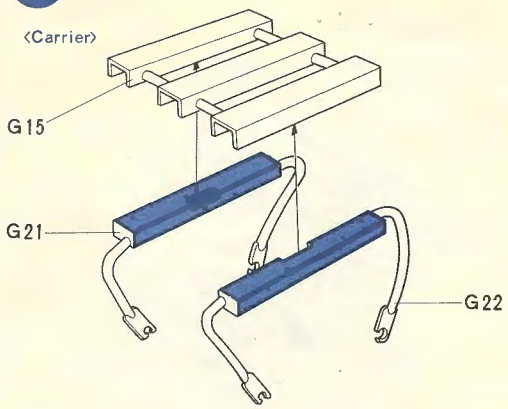
PAINTING

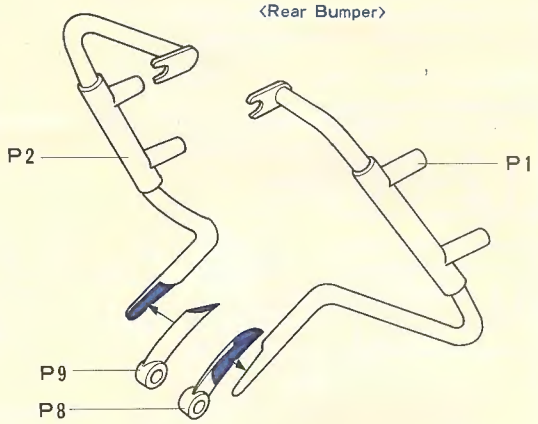
〈Painting Bolts〉

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

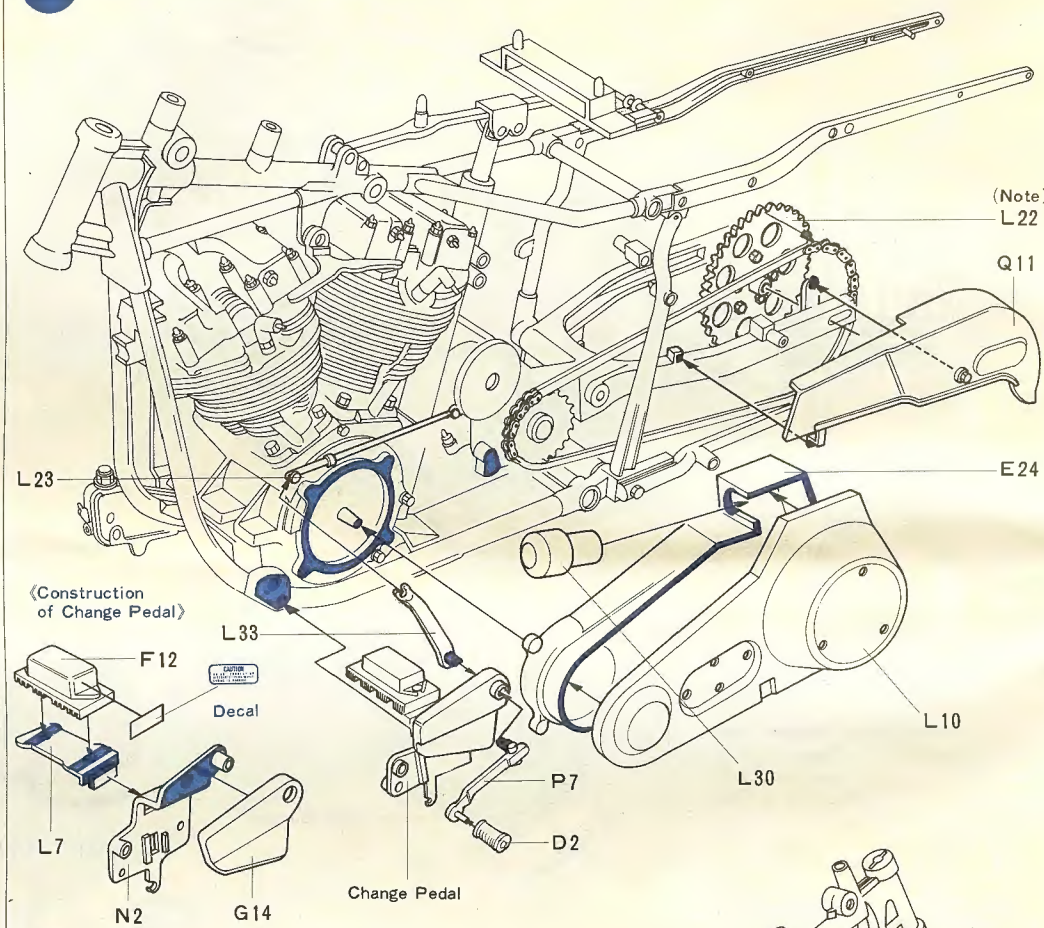


22 Construction of Rear Bumper & Carrier

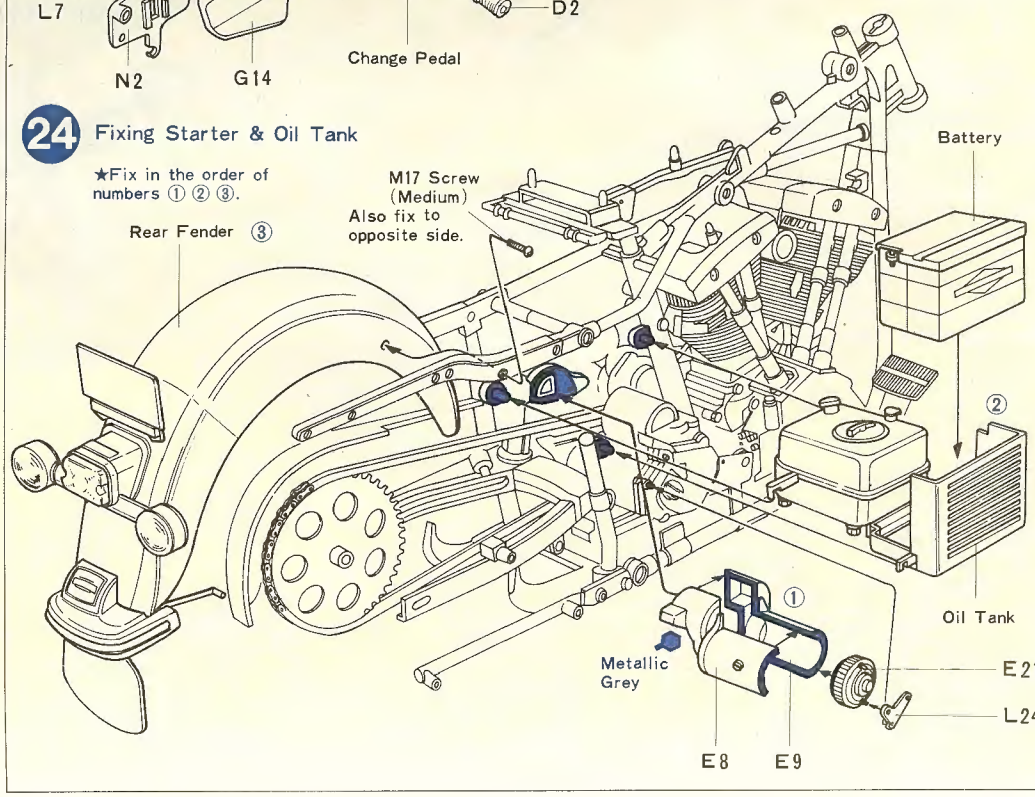




23 Fixing Secondary Drive Chain Case

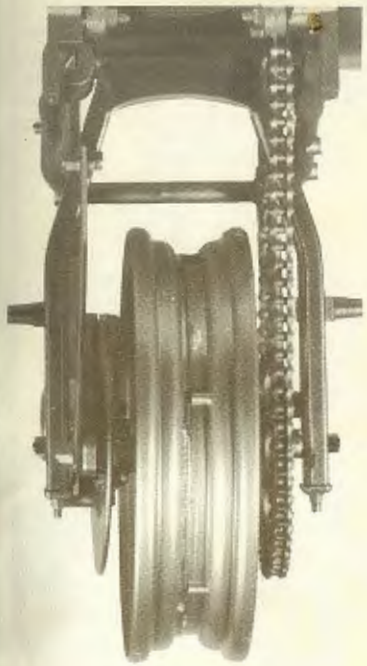


24 Fixing Starter & Oil Tank



25 〈Fixing Rear Wheel〉

Fit Rear Wheel and Rear Brake and pass Bolt through them and fasten. L2 is a Brake Lever Arm. Press this onto pins in Rear Brake and Rear Fork.

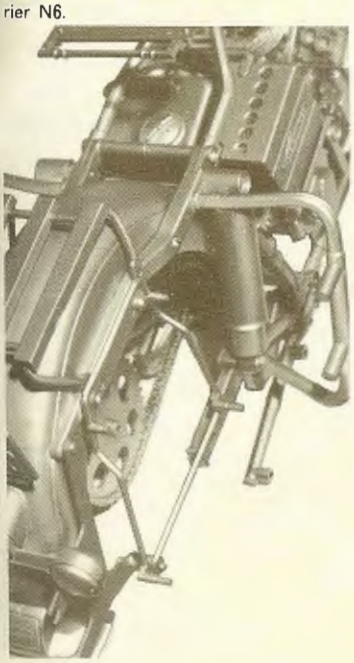


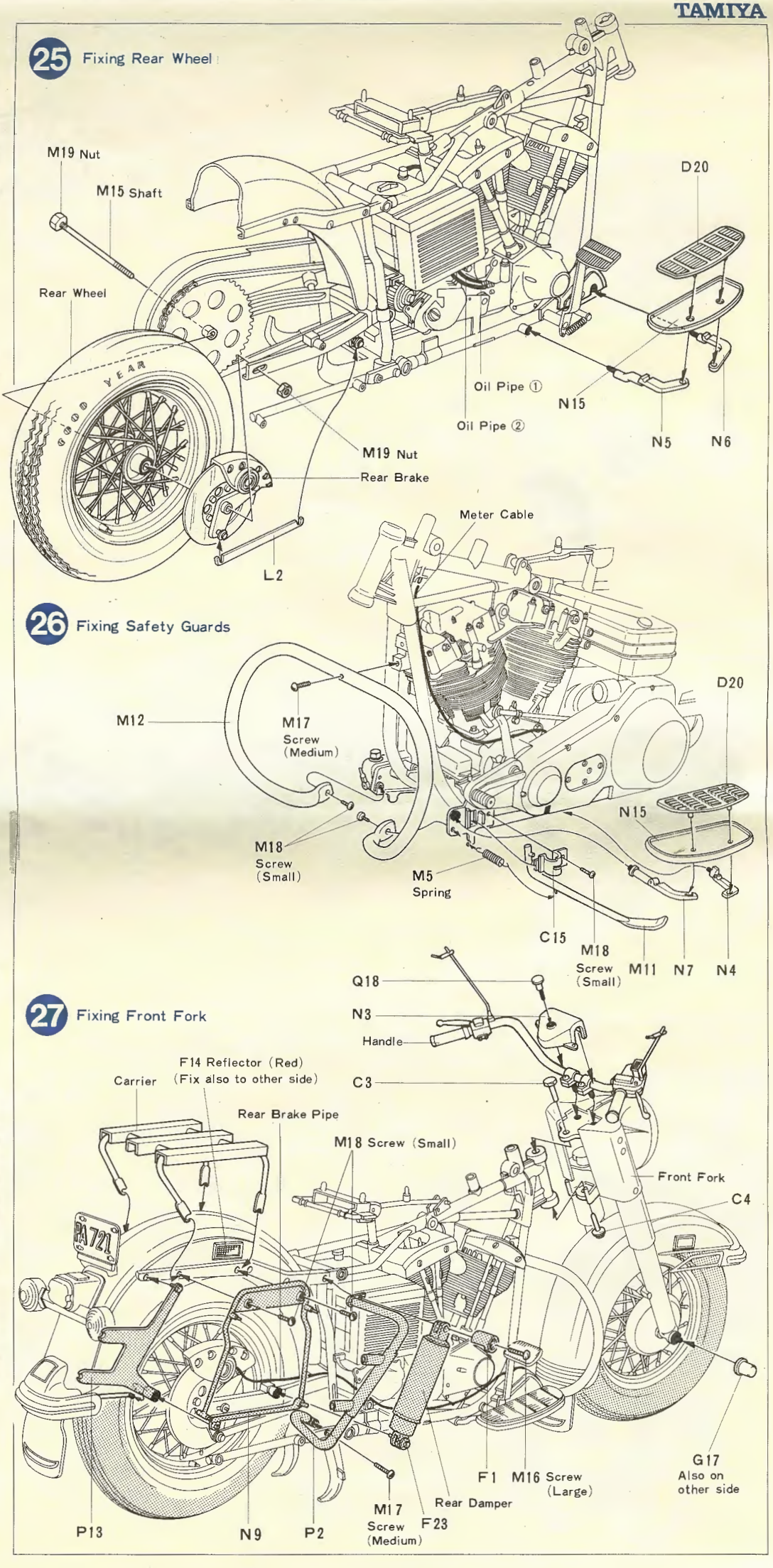
26 〈Fixing Safety Guards〉

Fix Side Stand Part C15 with Screw. Also fix Safety Guards using Screws.

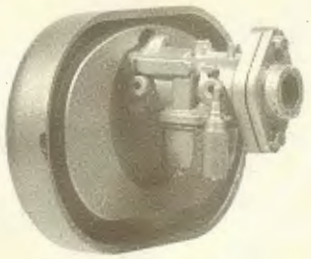
27 〈Fixing Front Fork〉

Fasten Front Fork onto Frame using Pins, C3 & C4. Fix Parts near Rear Wheels in the order of P13, then Carrier N6.





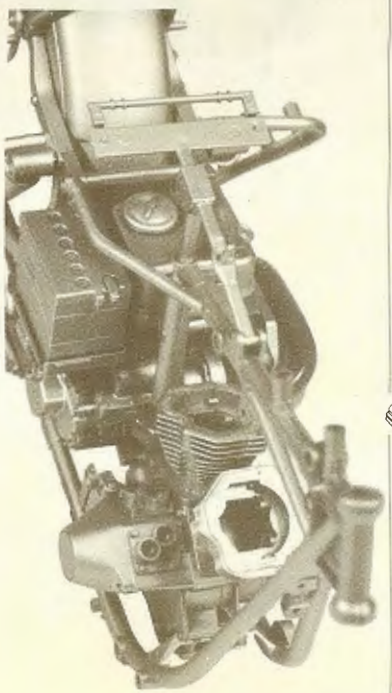
Spot Light Lenses K5 should be fixed in position checking first the lens pattern. Make sure of their direction in the diagram and cement.

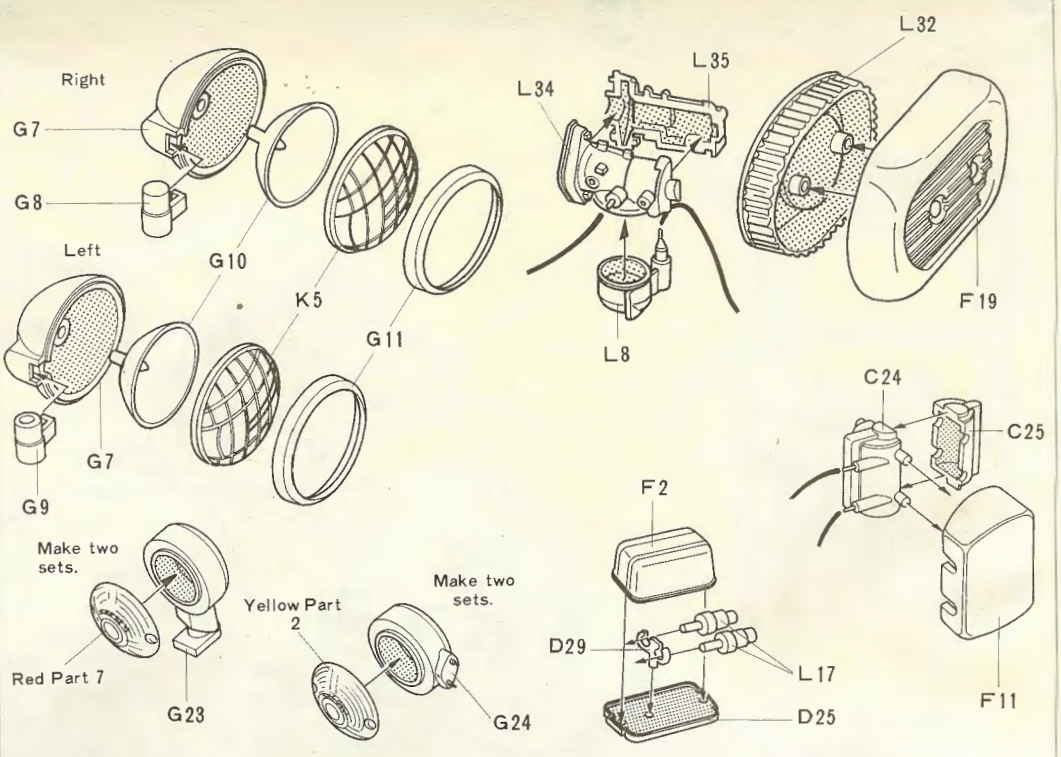


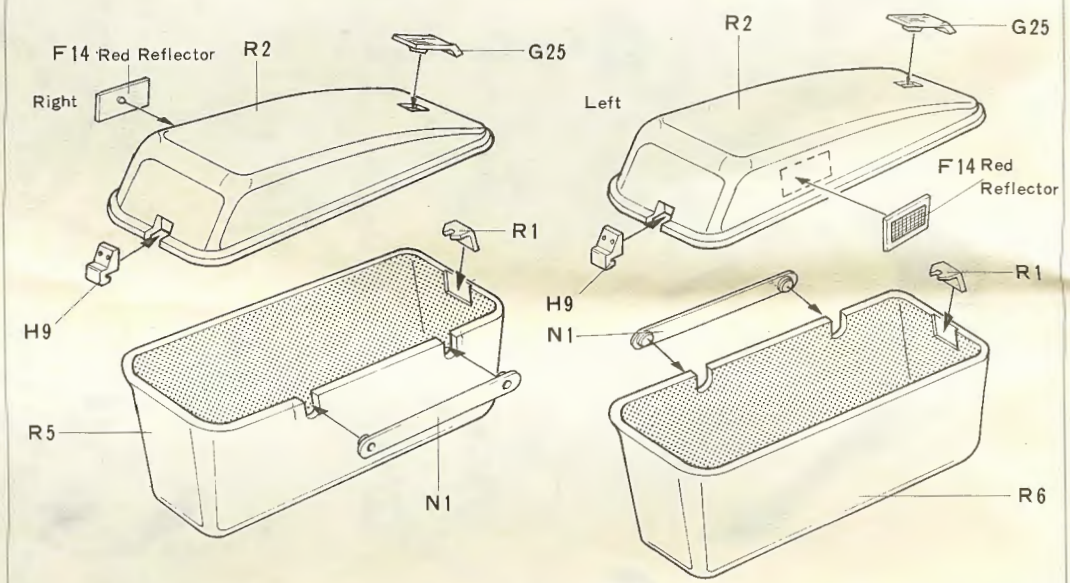
Construct Spare Plug Case without using glue.

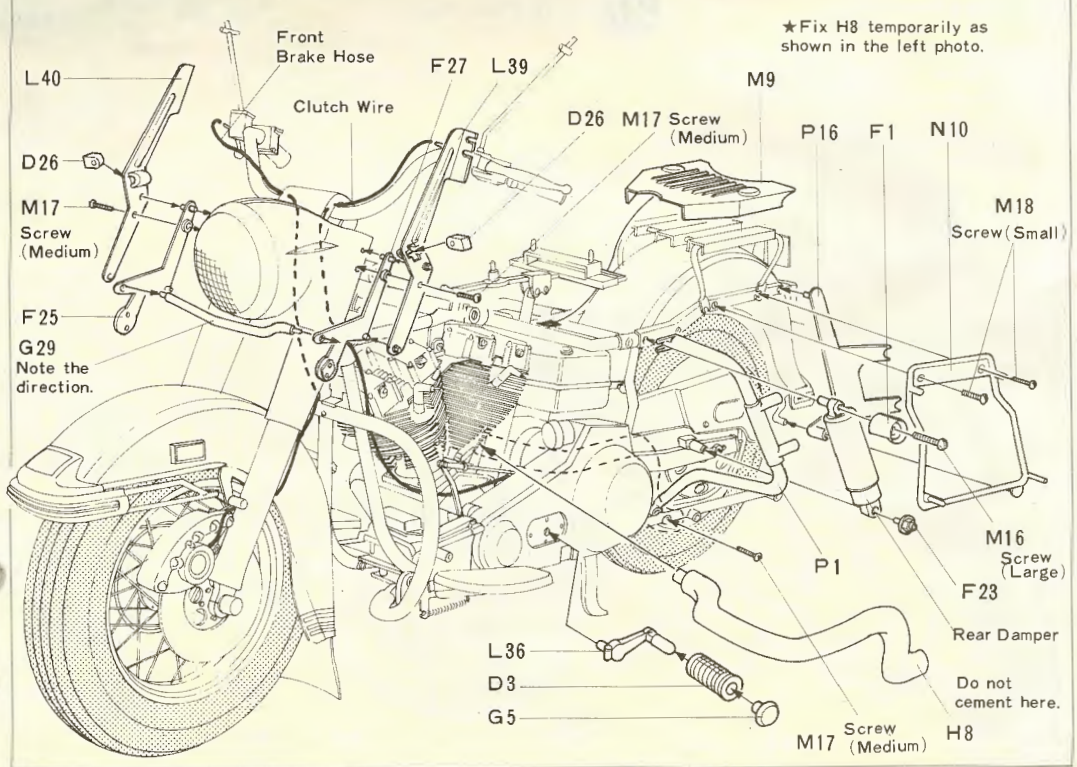
Construct the upper and lower assemblies of Pannier separetely. Put them aside till the cement dries.

See the photo below and insert Exhaust Pipes H8 in position.



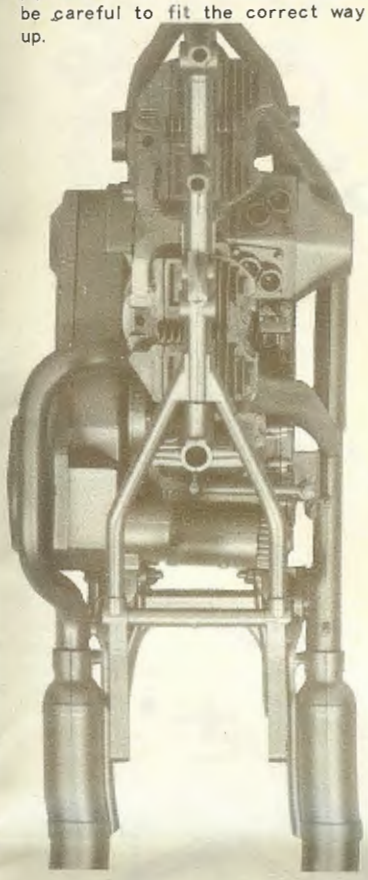




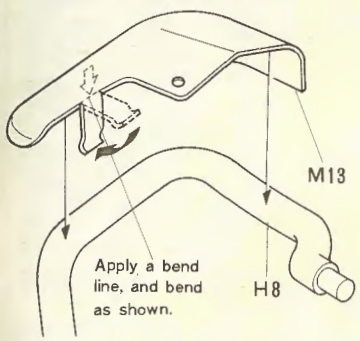


Make both right and left sides. Do not cement but just press these parts together.

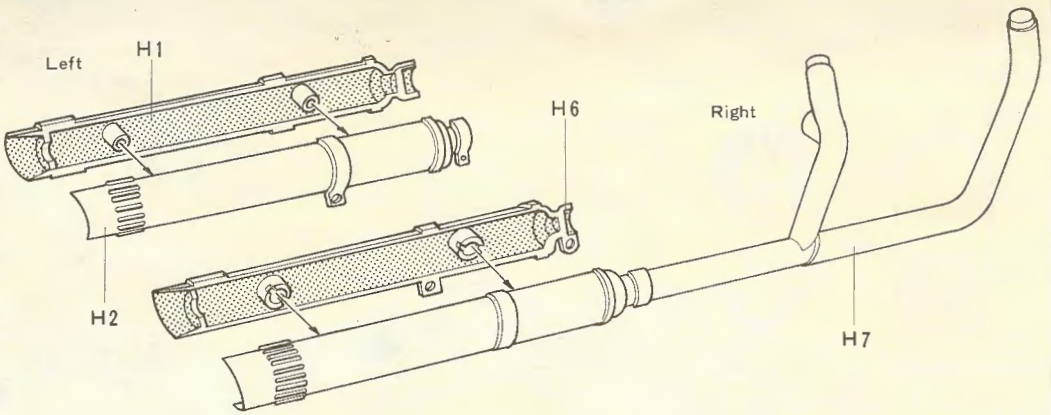
When fixing the exhaust pipes refer to photo below. After fixing exhaust pipes to manifold fit carburetor but be careful to fit the correct way up.

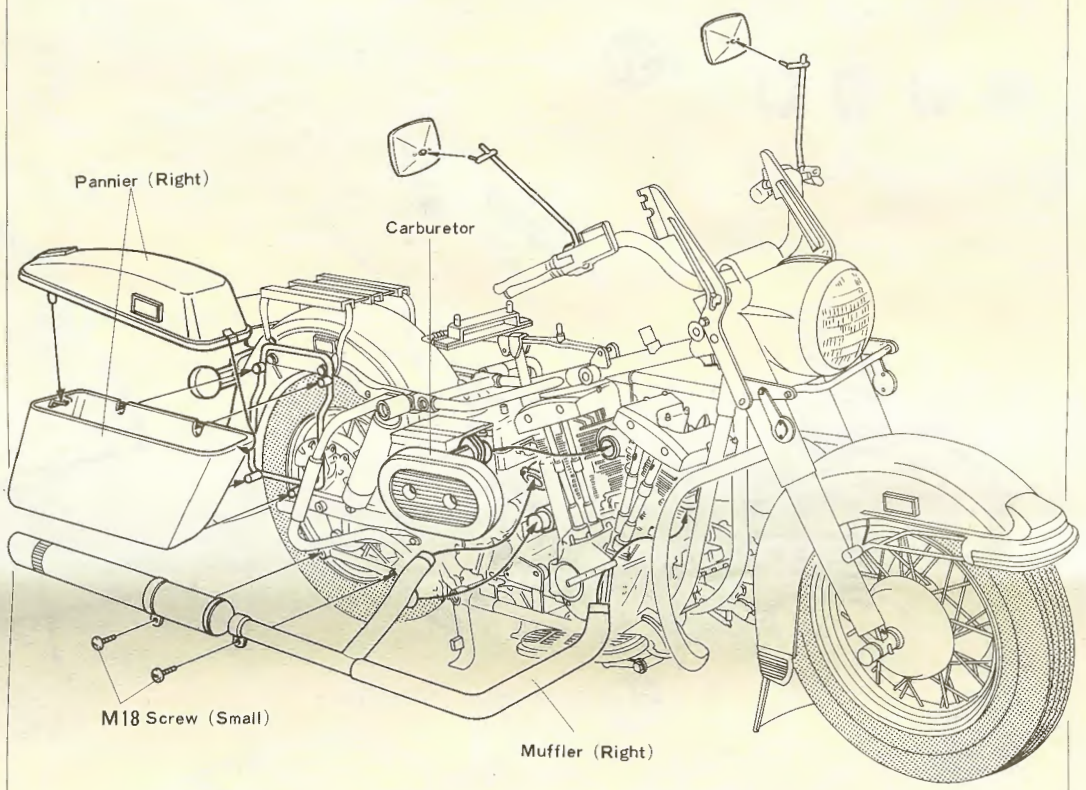


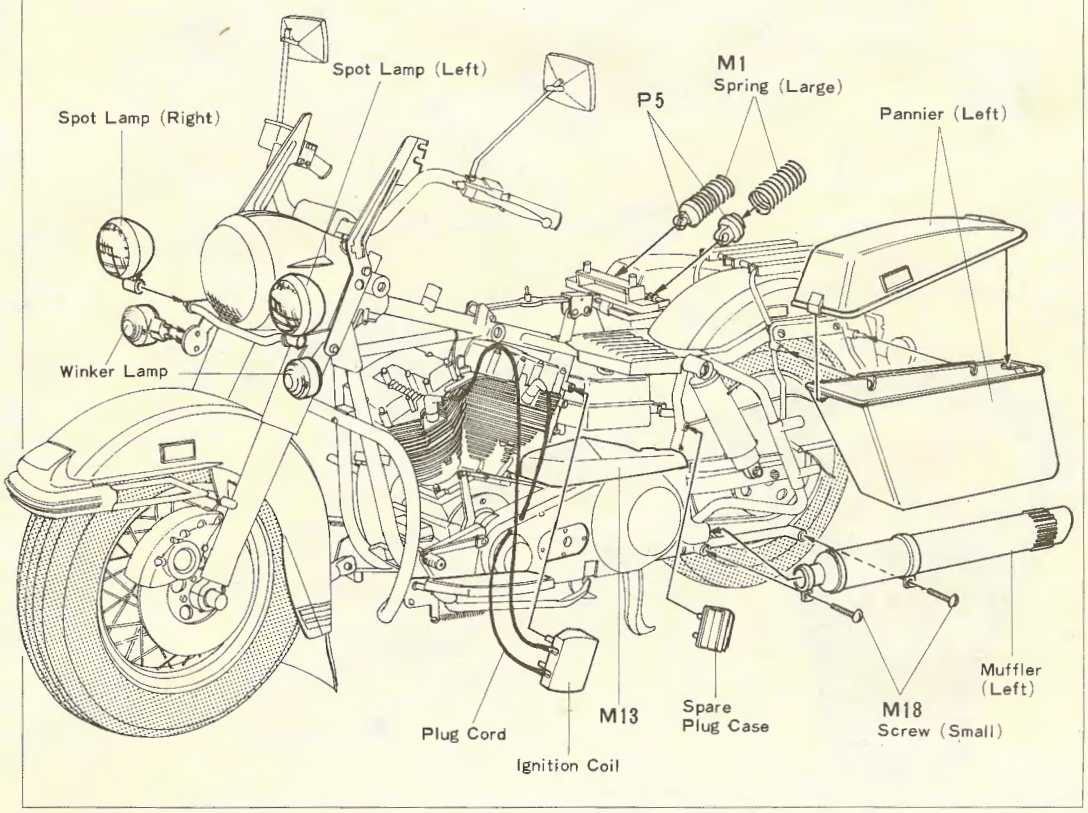
Two strong springs M1 are fitted under the seat. On the real machine they allow for a passenger to be carried.



Apply silver paint with a very fine pointed brush to make good any damaged chrome work.



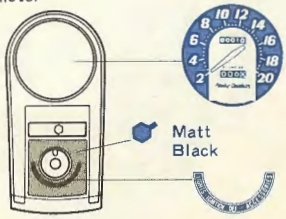




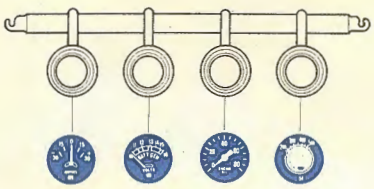
36 〈Construction of Meters〉

After you have placed the various decals in the various meters and have checked their positioning fit lens K4 & K2.

Speedometer

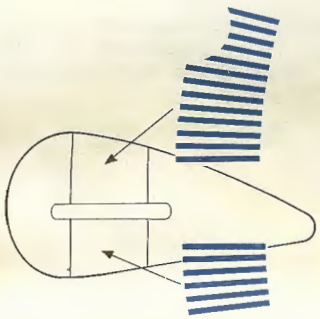


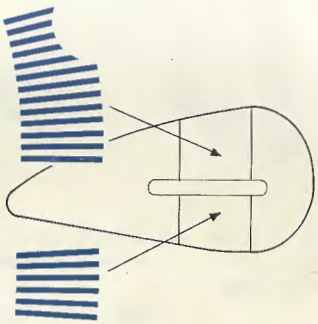
Combination Meters



37 〈Construction of Fuel Tank〉

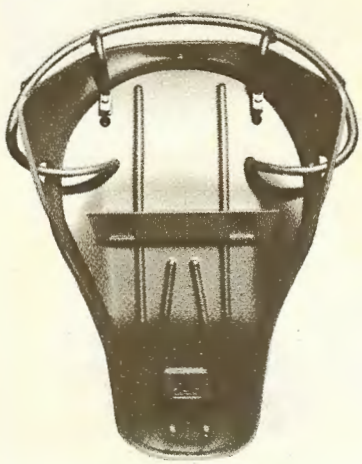
Assemble Fuel Tank and apply Decals to it. Paste them in position as shown below.





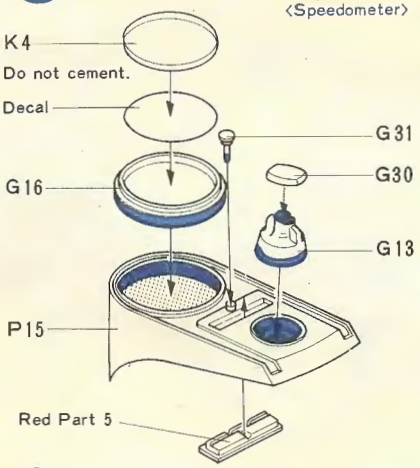
39 〈Construction of Seat〉

First of all, fix D21 to Q21. Fix F26 to S6 as in the figure, and then cement to Q21.

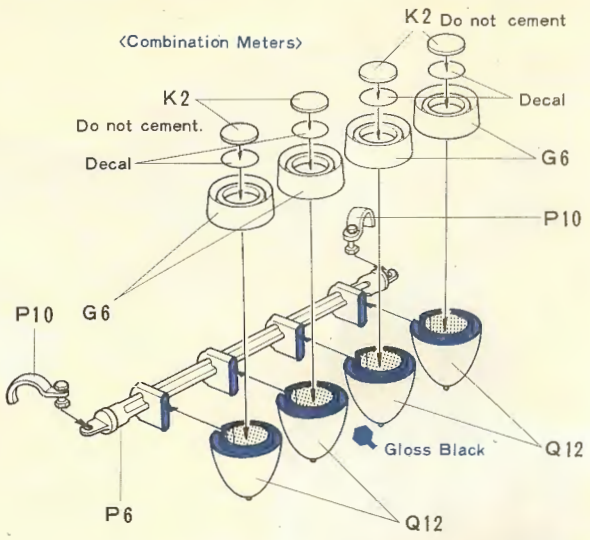


36 Construction of Meters

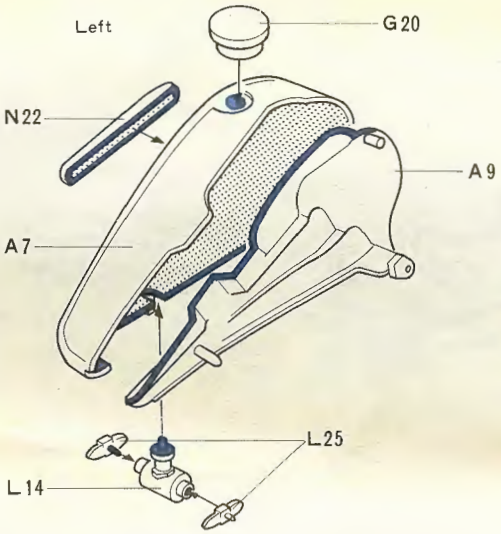
〈Speedometer〉

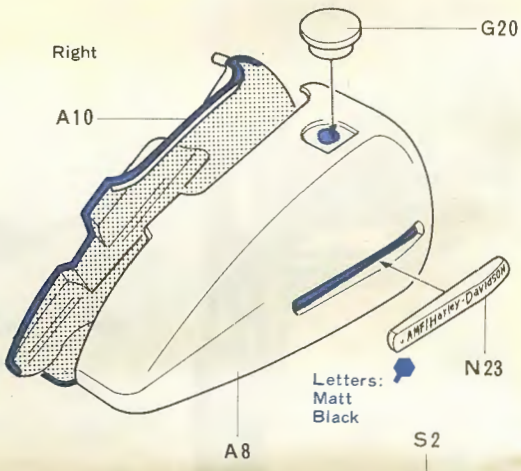


〈Combination Meters〉

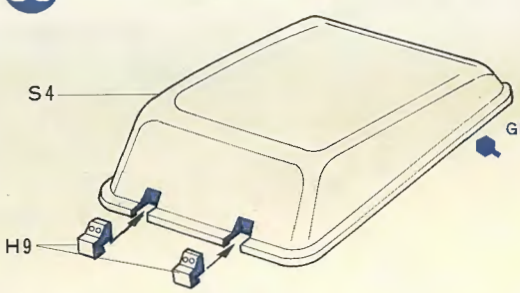


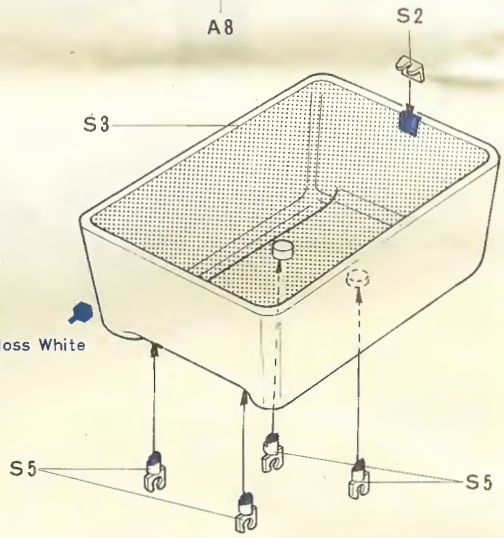
37 Construction of Fuel Tank



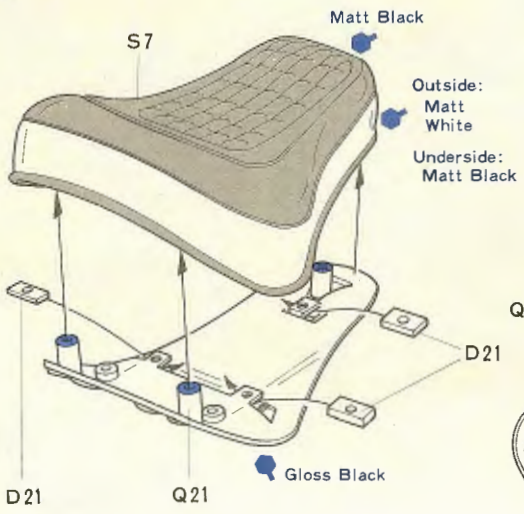


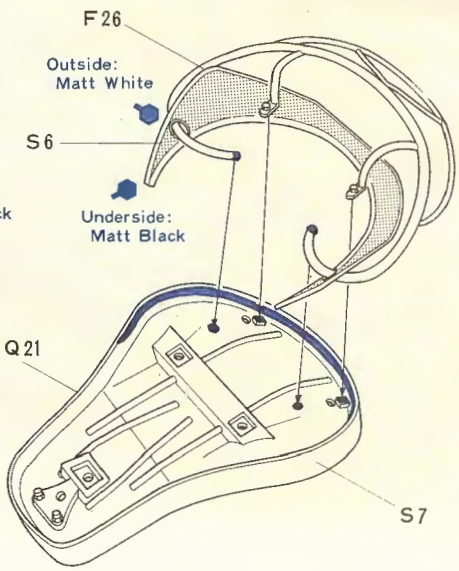
38 Construction of Tour Pak





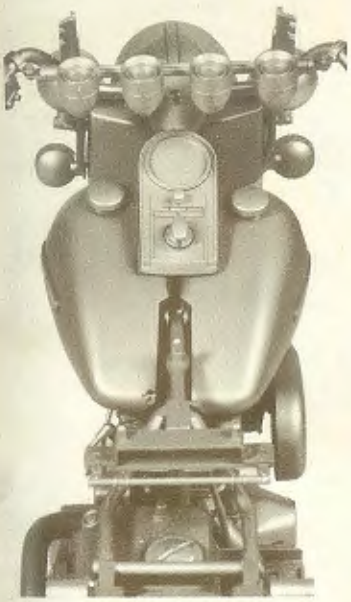
39 Construction of Seat





40 〈Fixing Fuel Tank〉

Do not confuse top and bottom of Rear Bumpers P3 & P4. Make sure of position and cement.



41 〈Completion of Your Harley-Davidson Model〉

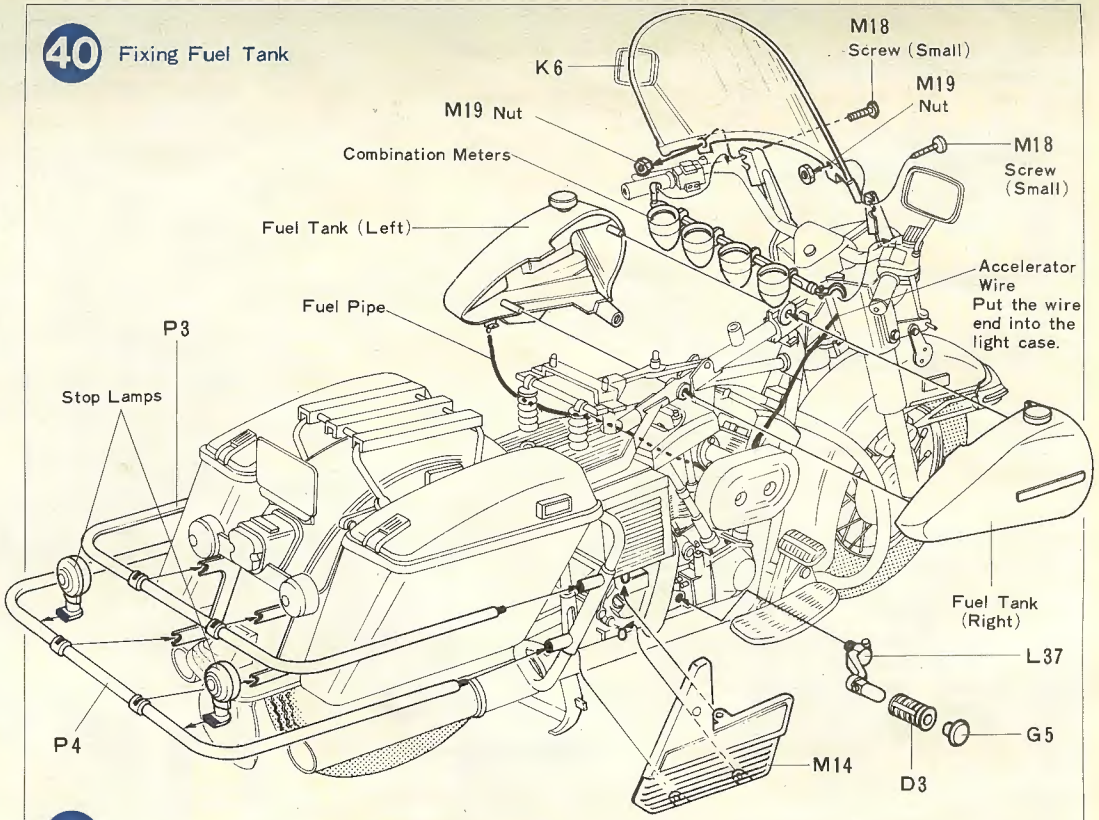
Fix Cowling as indicated in the reference figure. It is supported by three points as shown in the figure. Fix all the parts at this step without using glue.

PAINTING

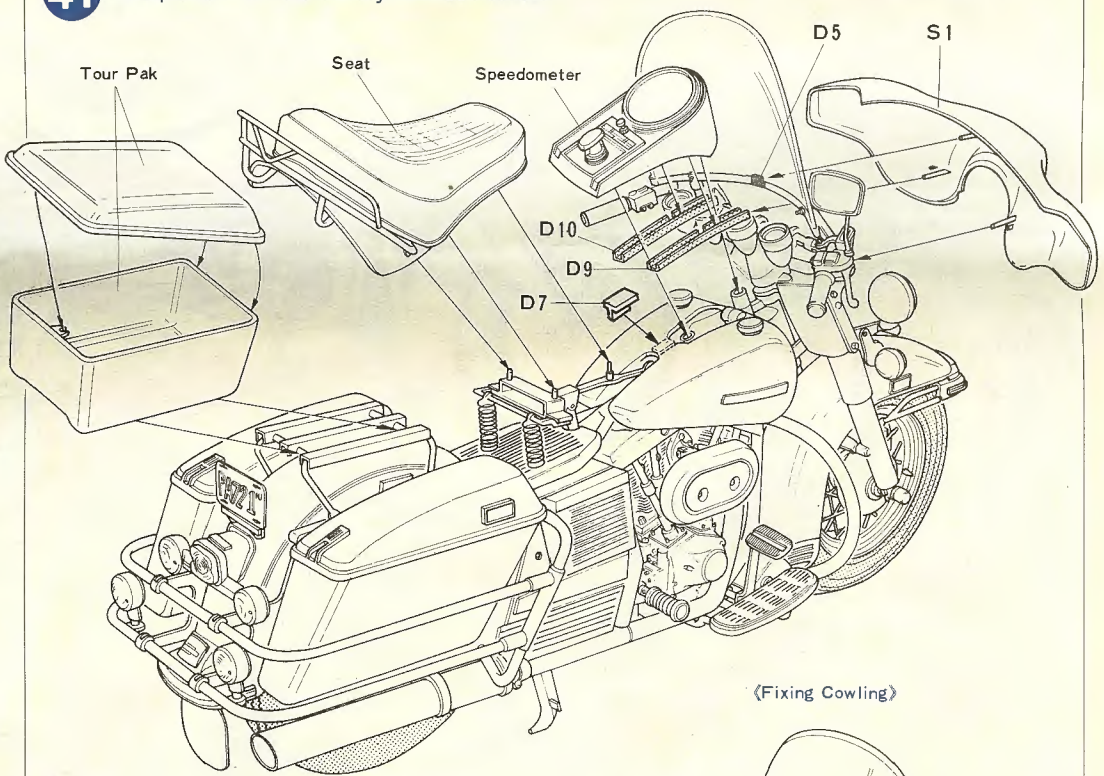
〈Finish of Painting〉

After the paint has dried well, polish with great care the whole body with a small amount of rubbing compound or wax. This will give your model a really high gloss.

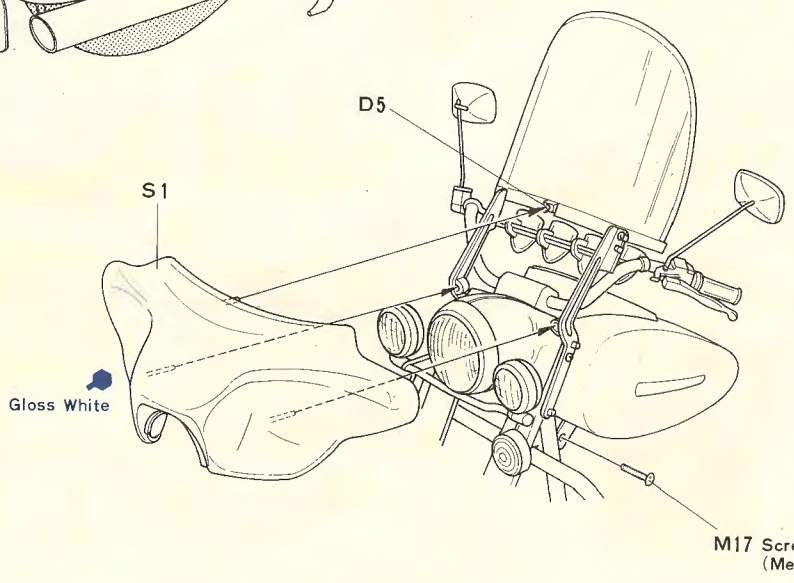
40 Fixing Fuel Tank



41 Completion of Your Harley-Davidson Model



〈Fixing Cowling〉



PAINTING

APPLYING DECALS

《Painting》

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

《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.

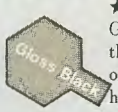
《Painting materials》

You will find it neccessary to buy at least two paint brushes. The better the quality the better the result. One brush should be of the chisel type for large surfaces. The other should have a fine point for more detailed working. Some form of mixing palette will also be neccessary. Use any of the modelling paints your supplier recommends.

《Painting of Harley-Davidson》

This kit of the Harley Davidson contains an abundance of self coloured parts. The metallic body parts, glossy black frame, glossy white cowling, side panniers and Tour Pak are as authentic as is possible. This high class American motorcycle also has many chromed parts with careful building it will be neccessary to paint only a small part of this kit, however painting instructions are given for your guidance.

《Colours to be used》



★Gloss Black
Glossy black. Apply to the frame. The frame of most two-wheeled vehicles is painted in this colour.

★Gloss White
Glossy white. Apply to the cowling and saddle bag.

★Gloss Red
Glossy red. Apply to the battery cap.

★Silver
Lustrous silver. Use for repairing the plating and painting the bolts, nuts, etc.

★Matt Black
Use to paint for cylinders.

★Metallic Grey
Iron colour. Apply to metallic surfaces, such as the engine.

《Marking》

Represents the model of the Harley Davidson. Applied to the engine.

Mark applied to the fender.

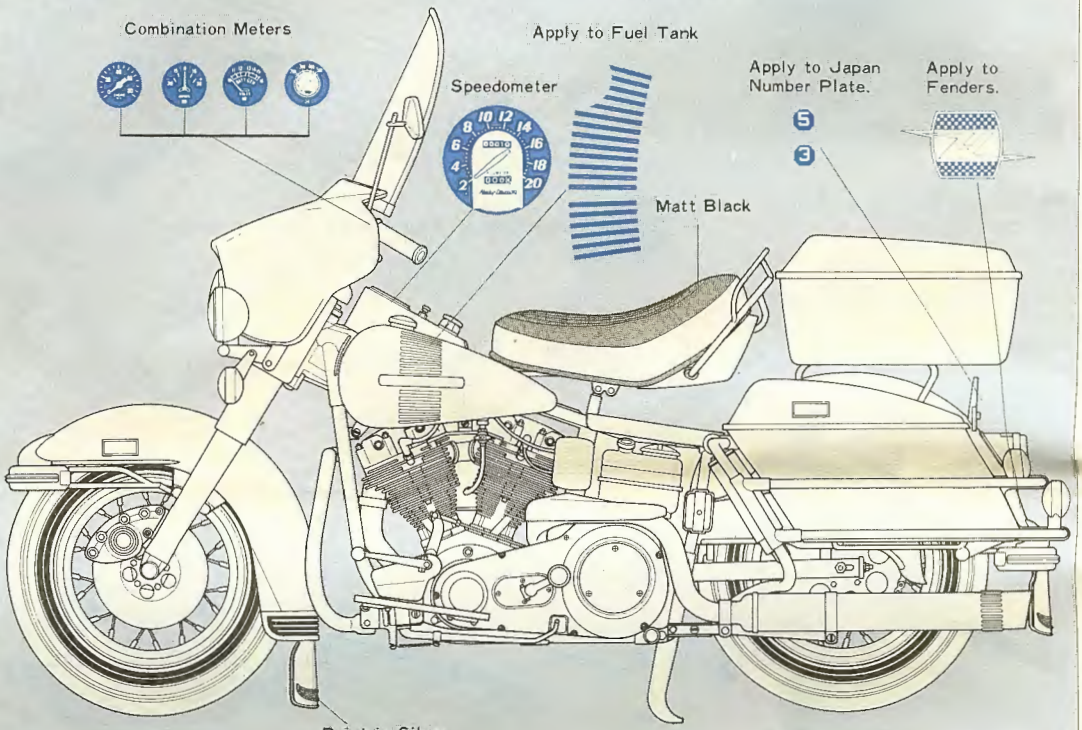
Mark of Japanese domestic liability insurance.

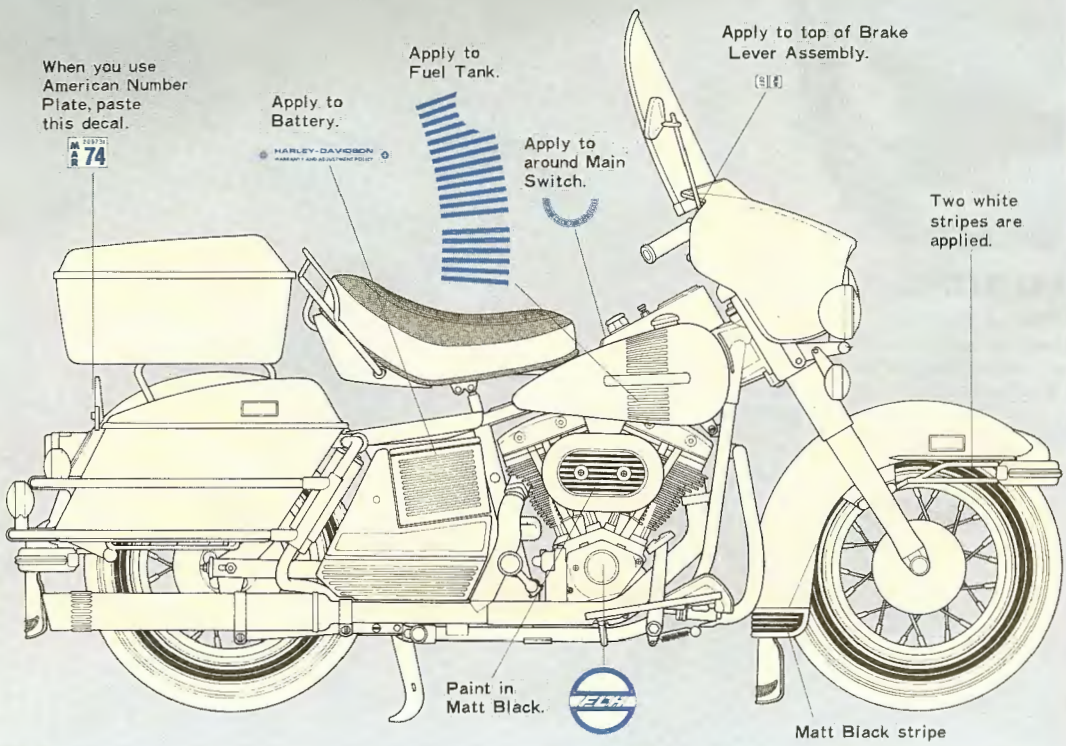
Sticker of U.S.insurance.

Symbol of the Harley-Davidson.

Speedometer. Remove varnished part around the speedometer before application.

Combination instrument consisting of oil pressure gauge, cylinder thermometer, voltmeter and ammeter (from left to right).





PARTS

B PARTS

1. Frame (Right)
2. Frame H
3. Frame G
4. Frame E
5. Frame J
6. Frame F
7. Front Bumper Bracket
8. Muffler Frame (Right)
9. Muffler Frame (Left)
10. Frame D (Right)
11. Frame C (Left)
12. Frame (Left)

A PARTS

1. Rear Fender A Parts
2. Front Fender Fixing Part (Left)
3. Front Fender Fixing Part (Right)
4. Rear Fender B
5. Front Fender
6. Rear Fender A
7. Fuel Tank A (Left)
8. Fuel Tank A (Right)
9. Fuel Tank B (Left)
10. Fuel Tank B (Right)

C PARTS

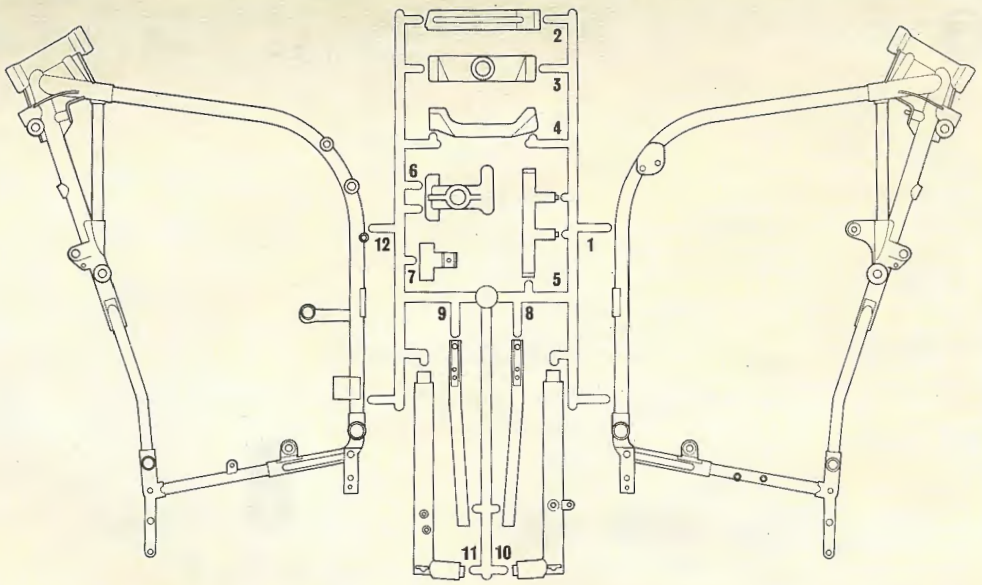
1. Rear Dampers F
2. Oil Tank Pins
3. Fork Stem Nut
4. Front Fork Shaft
5. Drive Chain A
6. Battery Fixing Part (Lower)
7. Rear Fork Center A
8. Transmission Mount
9. Battery A
10. Rear Fork Center B
11. Caliper Holder
12. Drive Chain B
13. Rear Damper Guides
14. Underguard
15. Side Stand Support
16. Rear Fork (Left)
17. Rear Fork (Right)
18. Oil Tank A
19. Oil Tank B
20. Battery B
21. Battery C
22. Rear Damper C
23. Rear Dampers D
24. Ignition Coil A
25. Ignition Coil B
26. Disc Stoppers
27. Rear Axle Sleeves
28. Master Cylinder Cap

E PARTS

1. Gear Box (Upside)
2. Gear Box (Underside)
3. Cylinder (Front, Left)
4. Cylinder (Front, Right)
5. Cylinder (Rear, Left)
6. Cylinder (Rear, Right)
7. Shifter Cover
8. Starter Motor (Left)
9. Starter Motor (Right)
10. Gear Box (Left)
11. Cylinder Head (Rear) B
12. Cylinder Head (Rear) C
13. Cylinder Head (Front) B
14. Cylinder Head (Front) C
15. Cylinder Head Rear Parts
16. Crank Case (Right)
17. Crank Case (Left)
18. Cylinder Head Front Part
19. Tappet Guide A
20. Tappet Guide B
21. Starter Motor (Rear)
22. Cylinder Head (Rear) A
23. Cylinder Head (Front) A
24. Primary Chain Case

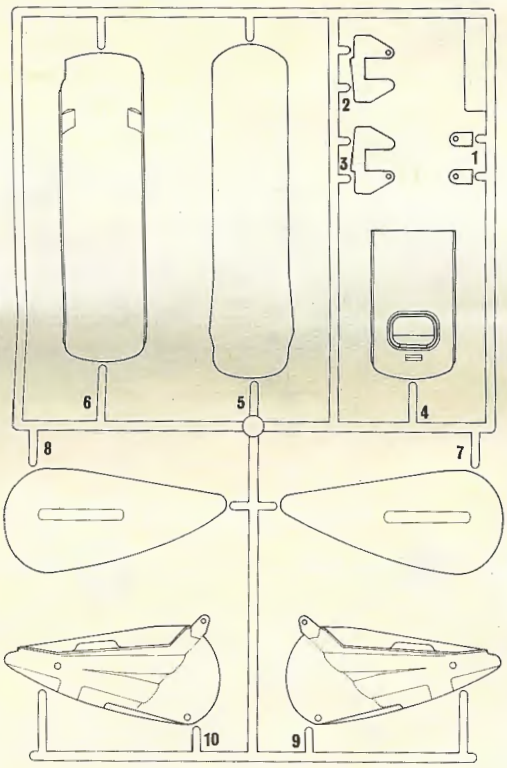
B PARTS

Gloss Black



A PARTS

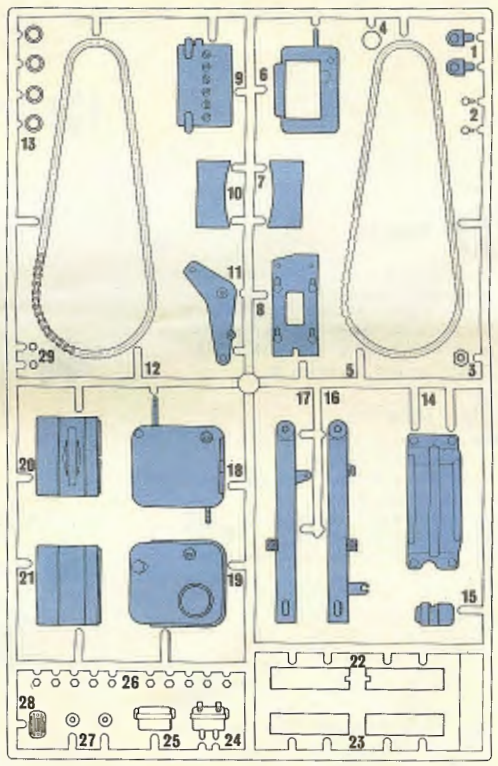
Body colour



C PARTS

Matt Black

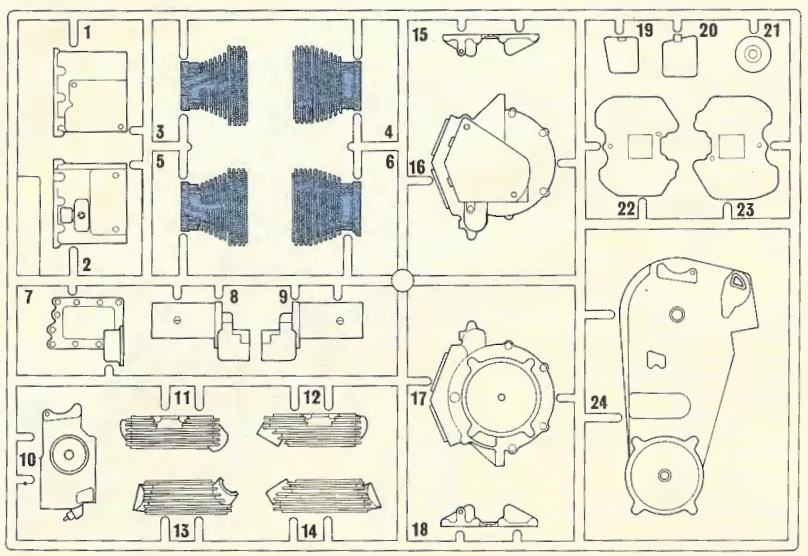
Gloss Black



E PARTS

Metallic Grey

Matt Black



PARTS

F PARTS

1. Rear Dampers A
2. Plug Case
3. Starter Relay
4. Rear Dampers E
5. Rear Dampers B
6. Oil Tank C
7. Rear Fender Frame (Right)
8. Rear Fender Frame (Left)
9. Side Mirror Stay (Right)
10. Side Mirror Stay (Left)
11. Ignition Coil Cover
12. Regulator
13. Cylinder Head Bolts
14. Side Reflectors
15. Push Rod Covers
16. Battery Top Cover
17. Oil Tank Cap A
18. Oil Tank Cap B
19. Air Cleaner Cover
20. Side Mirror Covers
21. Side Mirrors
22. Rocker Arm Shafts
23. Rear Damper Bolts
24. Rear Brake Stopper Bolts
25. Spot Light Stay (Right)
26. Handrail
27. Spot Light Stay (Left)

G PARTS

1. Front Fender Bumper Stay (Right)
2. Front Fender Bumper Stay (Left)
3. Headlight Stopper
4. Headlight Ring
5. Sub Step Rubber Covers
6. Auxiliary Meters A
7. Spot Lights B
8. Spot Light Stay B (Right)
9. Spot Light Stay B (Left)
10. Spot Lights C
11. Spot Lights A
12. Front Axle
13. Main Switch B
14. Left Step Cover
15. Carrier
16. Speedometer
17. Front Axle Parts
18. Headlight Reflector
19. Saddlebag Stay C
20. Fuel Caps
21. Carrier Stay (Left)
22. Carrier Stay (Right)
23. Rear Stop Lamps
24. Front Winker Lamps
25. Saddlebag Metals
26. Tail Lamp
27. Rear Brake Cover
28. Front Fender Side Braides
29. Spot Light Stay A
30. Main Switch A
31. Choke Lever

H PARTS

1. Muffler (Left) B
2. Muffler (Left) A
3. Exhaust Franges
4. Front Fender Bumper
5. Rear Fender Bumper
6. Muffler (Right) B
7. Muffler (Right) A
8. Exhaust A
9. Tour Pak Lid Stoppers B

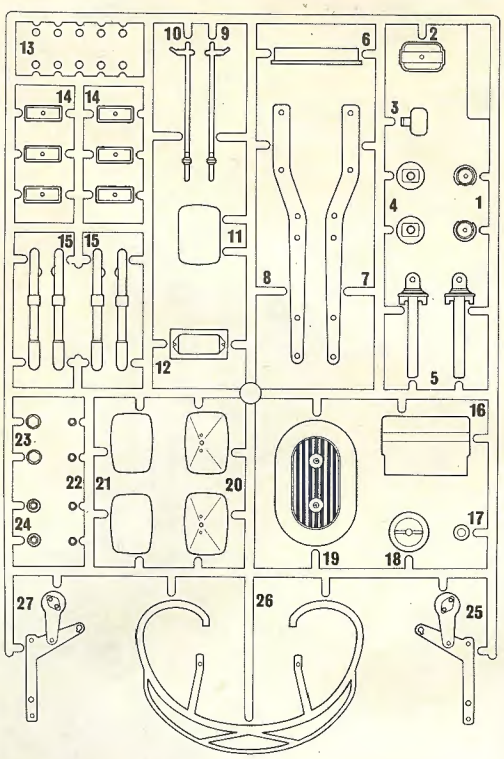
L PARTS

1. Transmission Oil Cap
2. Rear Brake Stopper
3. Intake Manifolds
4. Rocker Cover Parts
5. Rear Brake Cylinder A
6. Rear Brake Cylinder B
7. Regulator Support
8. Carburetor C
9. Foot Shift Part
10. Primary Chain Cover
11. Engine Upper Support
12. Clutch Rod
13. Drive Sprocket
14. Fuel Cock
15. Gear Cover
16. Rocker Arm Covers
17. Plugs
18. Screwdriver Handle
19. Oil Pump
20. Slider Cup (Left)
21. Slider Cup (Right)
22. Rear Wheel Sprocket
23. Shift Rod
24. Starter Motor Stay
25. Fuel Cock Levers
26. Front Brake Lever
27. Clutch Lever
28. Rear Fork Stopper Pins
29. Chain Adjusters
30. Starter Parts
31. Cylinder Base Nuts
32. Air Cleaner Element
33. Gear Shifter Lever
34. Carburetor (Right)
35. Carburetor (Left)
36. Sub Step Stay (Right)
37. Sub Step Stay (Left)
38. Transmission Side Cover
39. Windshield Stay (Left)
40. Windshield Stay (Right)

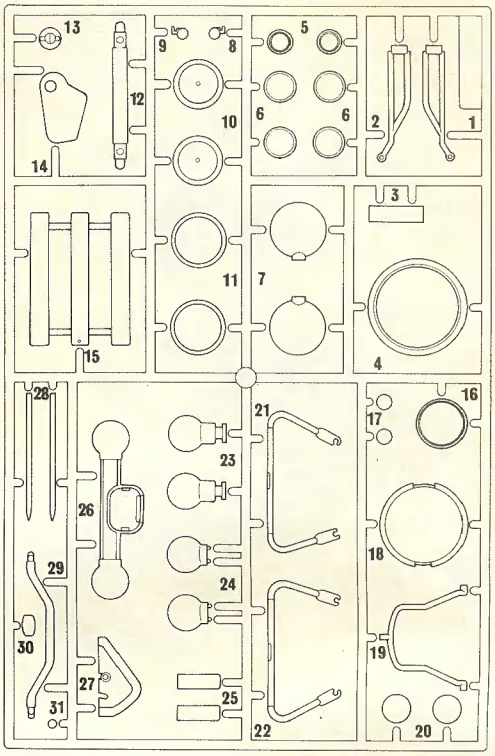
P PARTS

1. Rear Bumper (Left)
2. Rear Bumper (Right)
3. Pannier Bumper A
4. Pannier Bumper B
5. Seat Spring Parts
6. Auxiliary Meter Support A
7. Change Pedal
8. Rear Bumper Left Parts
9. Rear Bumper Right Parts
10. Auxiliary Meter Supports B
11. Fork Slide Covers
12. Front Fender Trim
13. Saddle Bumper Stay (Right)
14. Front Hub Cover
15. Speedometer Panel
16. Saddle Bumper Stay (Left)

F PARTS — Matt Black

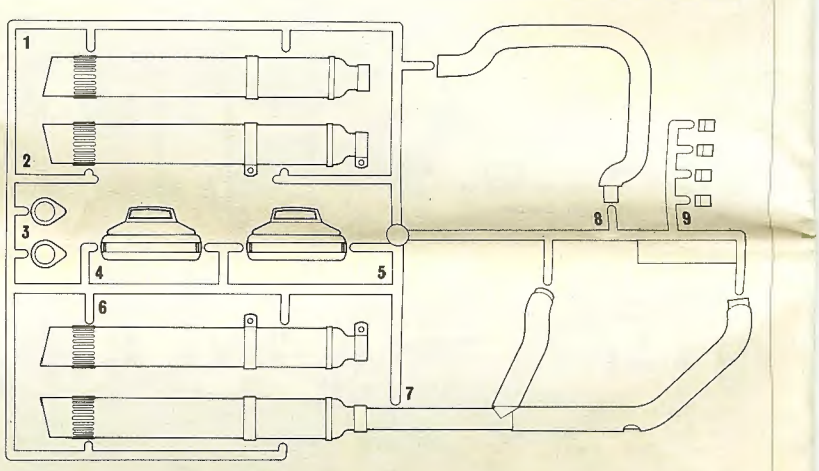


G PARTS

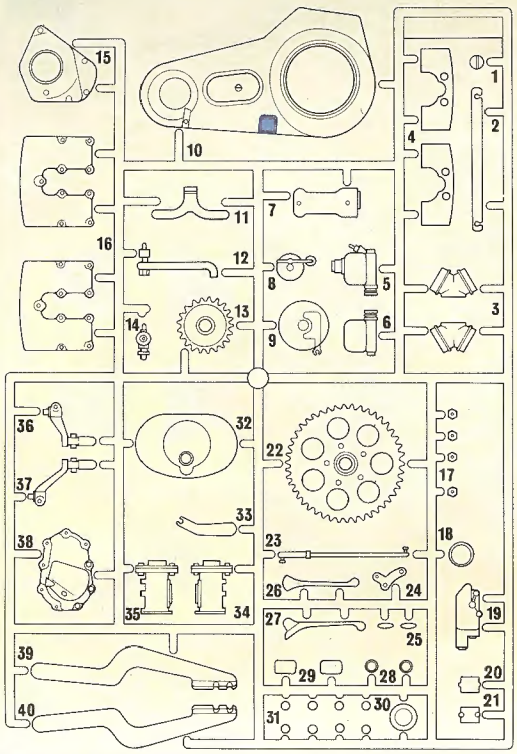


H PARTS

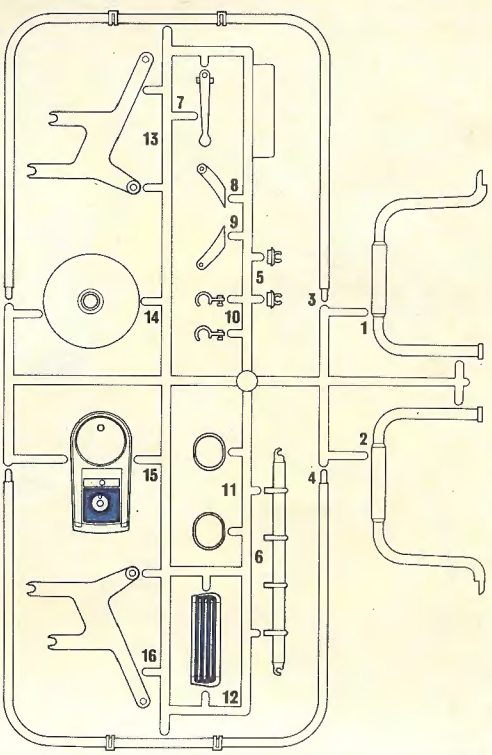
Matt Black



L PARTS — Matt Black



P PARTS — Matt Black



PARTS

N PARTS

1. Pannier Stays B
2. Side Stand Plate
3. Front Fork Head Cover
4. Left Step Stay B
5. Right Step Stay B
6. Right Step Stay A
7. Left Step Stay A
8. Main Stand
9. Pannier Stay A (Right)
10. Pannier Stay A (Left)
11. Rear Brake Piston Rod
12. Sub Step Plate
13. Brake Plate
14. Brake Pedal
15. Steps
16. Headlight Cover (Right)
17. Headlight Cover (Left)
18. Seat Damper Shaft
19. Fork Slider B (Right)
20. Fork Slider B (Left)
21. Fork Sliders A
22. Tank Emblem (Left)
23. Tank Emblem (Right)
24. Brake Pedal Stopper Nut

Q PARTS

1. Rear Hub Part
2. Front Hub Part
3. Disc Hub Parts
4. Handle Holders B
5. Slider Tube Guides
6. Brake Pads
7. Handle Holders A
8. Fork Slider Tubes
9. Seat Frame Parts (Right)
10. Seat Frame Parts (Left)
11. Chain Case
12. Auxiliary Meters B
13. Horn B
14. Horn A
15. Fork Lower Bracket
16. Calipers B
17. Fork Upper Bracket
18. Cigar Lighter
19. Number Plate Stay
20. Calipers A
21. Seat Underside Plate
22. Seat Support Frame B
23. Seat Support Frame A

R PARTS

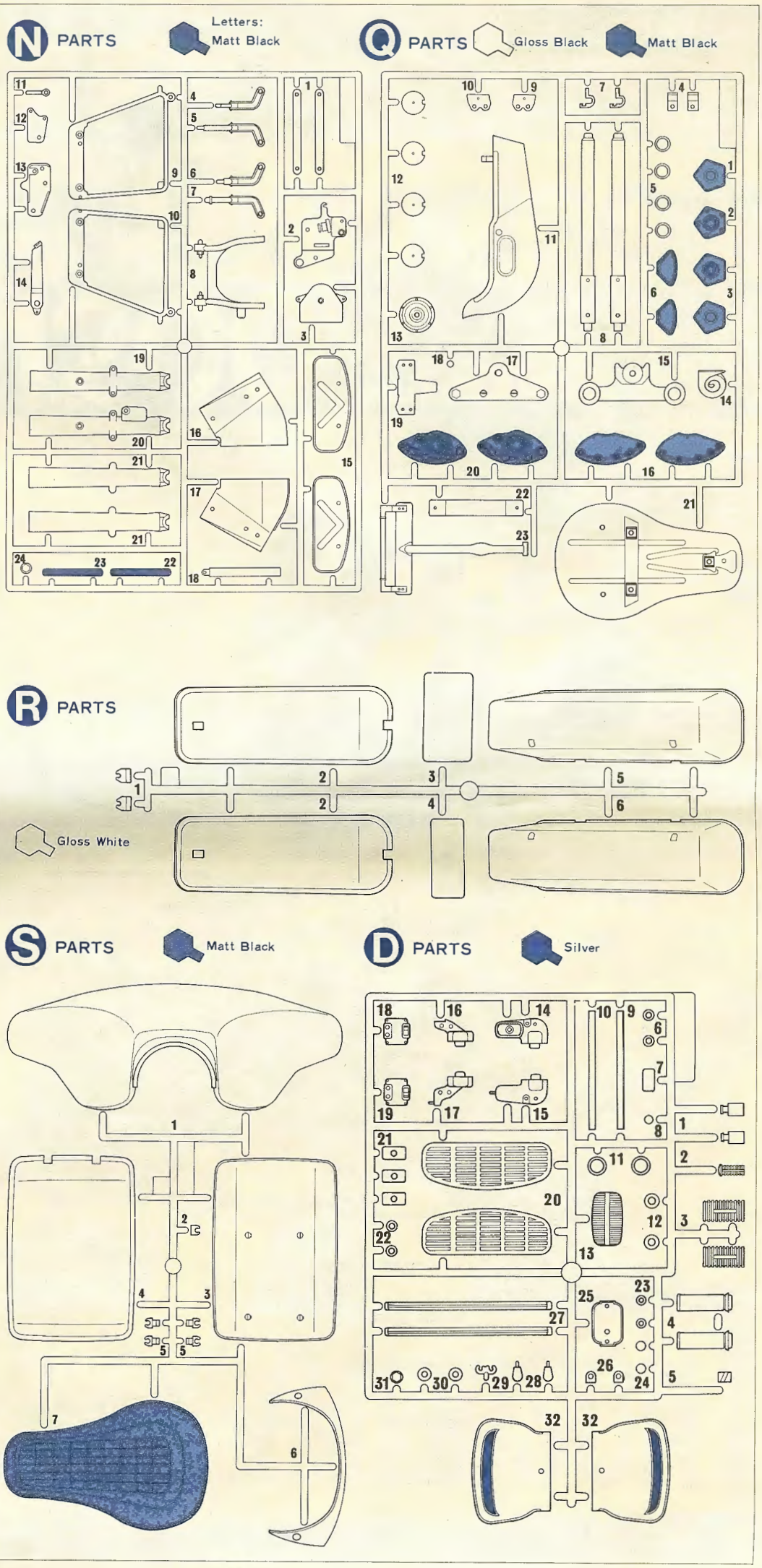
1. Pannier B Stoppers
2. Panniers B
3. Japanese Number Plate
4. American Number Plate
5. Pannier A (Right)
6. Pannier A (Left)

S PARTS

1. Cowling
2. Tour Pak Lid Stopper A
3. Tour Pak
4. Tour Pak Lid
5. Tour Pak Stays
6. Seat Part
7. Seat

D PARTS

1. Speedometer Panel Stoppers
2. Change Pedal Rubber
3. Sub Step Rubbers
4. Accelerator Grips
5. Cowling Support A
6. Fuel Tank Stoppers
7. Fuel Tank Packing
8. Seat Damper Pin
9. Meter Rubber (Right)
10. Meter Rubber (Left)
11. Front Axle Bushes
12. Front Fork Bushes
13. Brake Pedal Rubber
14. Front Brake Lever Part B
15. Front Brake Lever Part C
16. Clutch Lever Part C
17. Clutch Lever Part B
18. Front Brake Lever Part A
19. Clutch Lever Part A
20. Step Rubbers
21. Seat Stopper Bushes
22. Rear Fork Stopper Pin Holders
23. Headlight Cover Stoppers
24. Slider Tube Stopper Pins
25. Plug Case Bottom Plate
26. Cowling Supports B
27. Bumper Rubbers
28. Plug Sockets
29. Plug Stopper
30. Slider Cup Holders
31. Spring Stopper
32. Fender Flaps



PARTS

J PARTS

1. Wheels A
2. Wheels B

K PARTS

1. License Lamp Lens
2. Auxiliary Meter Glasses
3. Headlight Lens
4. Speedometer Glass
5. Spot Lamp Lenses
6. Windshield

YELLOW PARTS

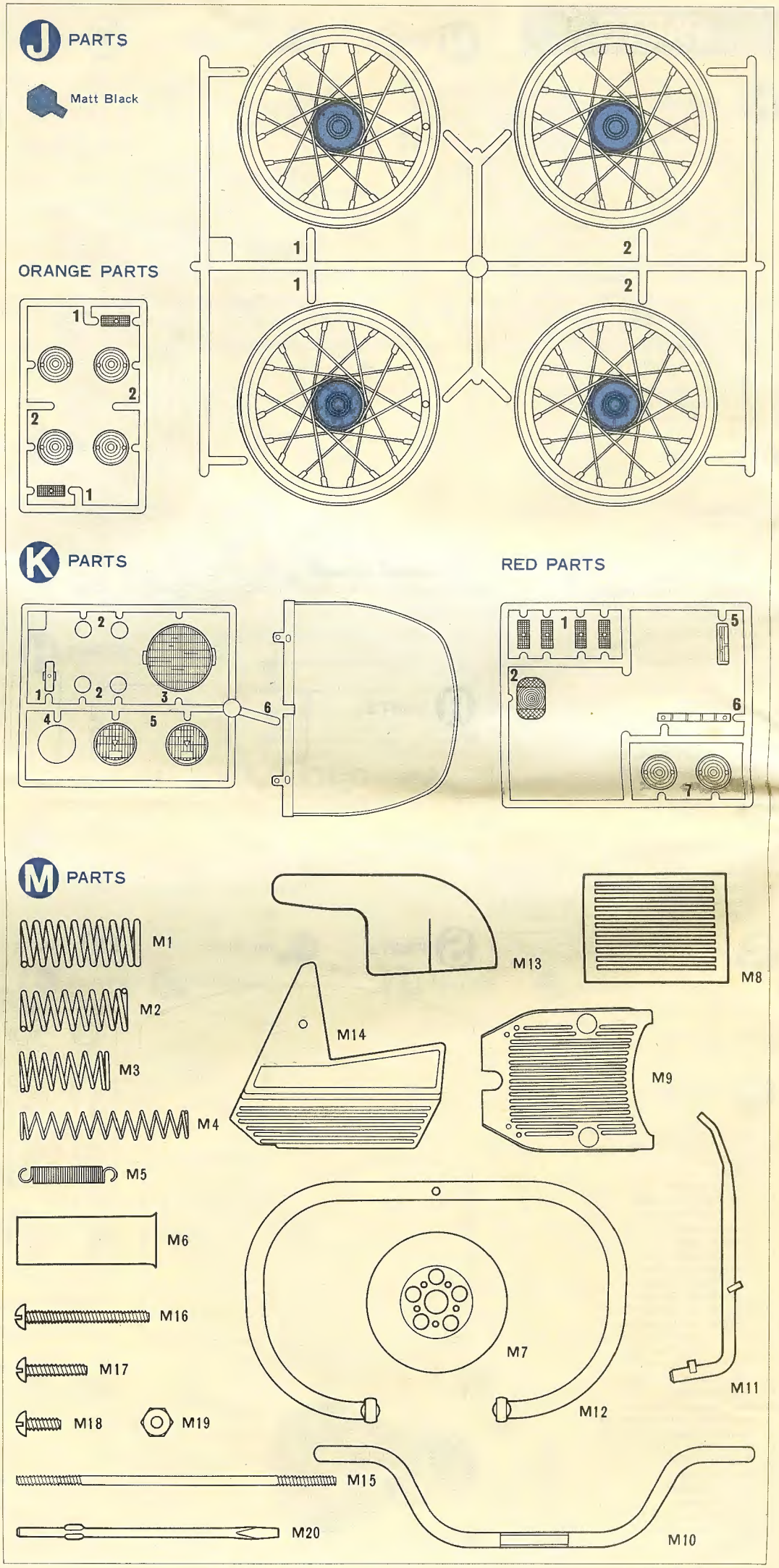
1. Side Reflectors
2. Parking Lamp Lenses

RED PARTS

1. Side Reflectors
2. Tail Lamp Lens
5. Combination Lenses
6. Number Reflector
7. Stop Lamp Lenses

M PARTS

1. Coil Springs (Large) ×2
2. Coil Springs (Medium) ×2
3. Coil Springs (Small) ×2
4. Seat Damper Springs ×1
5. Stretching Spring ×2
6. Rear Damper Boots ×2
7. Discs
8. Battery Cover
9. Oil Tank Cover
10. Handle
11. Side Stand
12. Safety Guard
13. Muffler Protector
14. Side Panel
15. Rear Wheel Shaft
16. 2φ×15 Screws (Large) ×2
17. 2φ×8 Screws (Medium) ×8
18. 2φ×6 Screws (Small) ×17
19. 2φ Nuts ×4
20. Screwdriver Metal



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