ITEM 16008

BMW R90S

1:6 SCALE

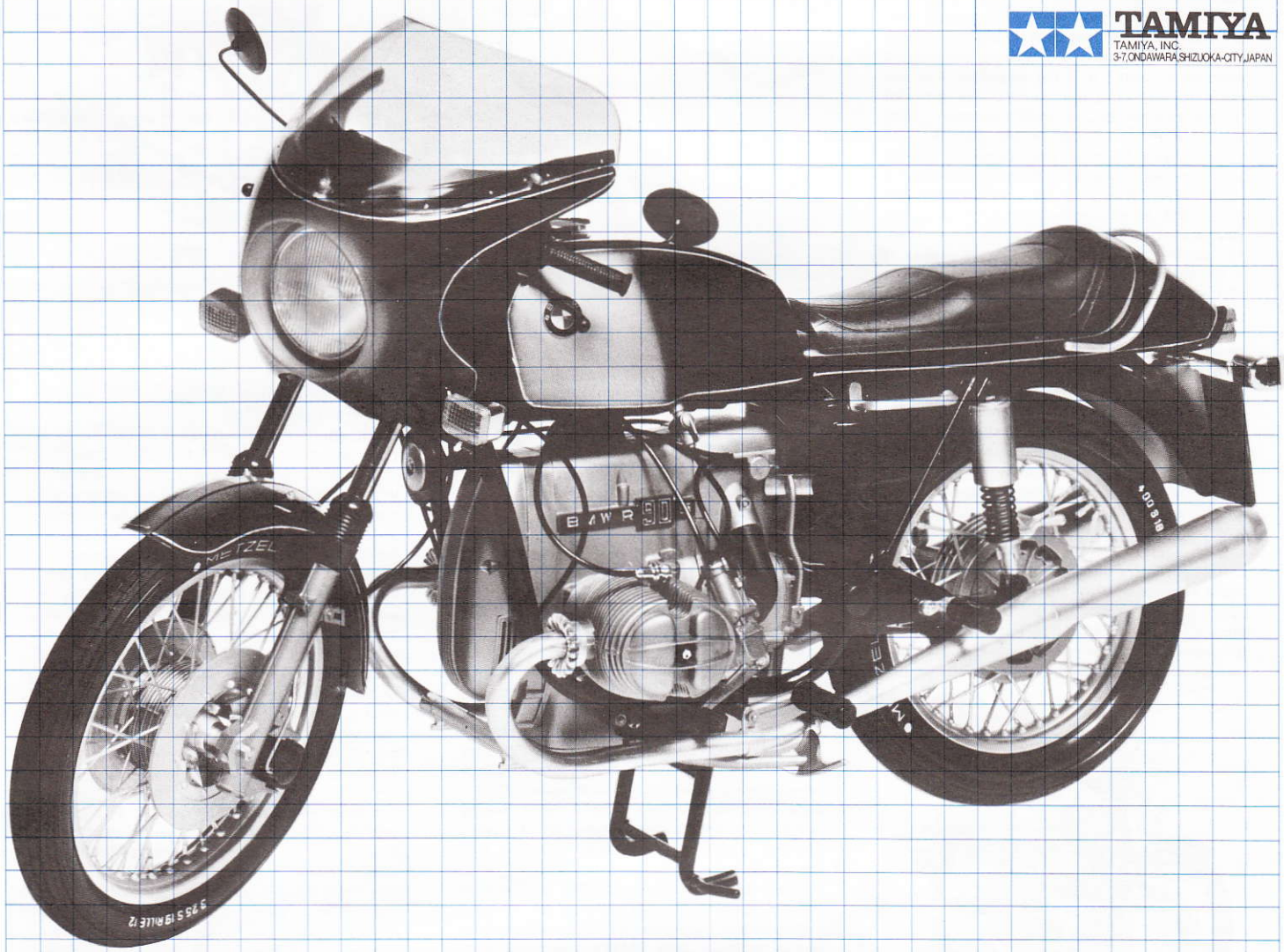
SUPER DETAILED B.M.W. OPPOSED FLAT TWIN ENGINE
COIL SPRUNG WORKING FRONT & REAR SUSPENSION
SUPER DETAILED SEMI-PNEUMATIC RUBBER-LIKE TYRE
REALISTIC LEATHER-LIKE SEAT

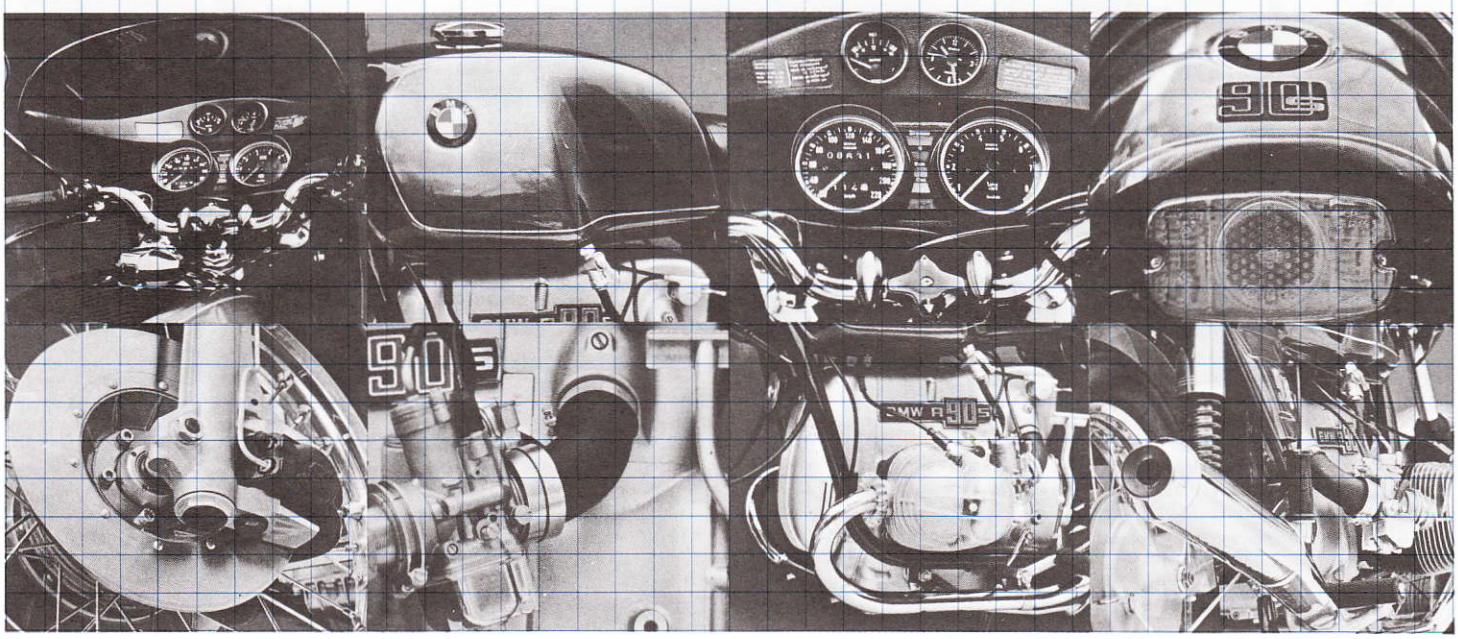
READY TO ASSEMBLE PLASTIC MODEL KIT

BIG SCALE [8]

TAMIYA

TAMIYA, INC.
3-7, ONDAWARA, SHIZUOKA-CITY, JAPAN





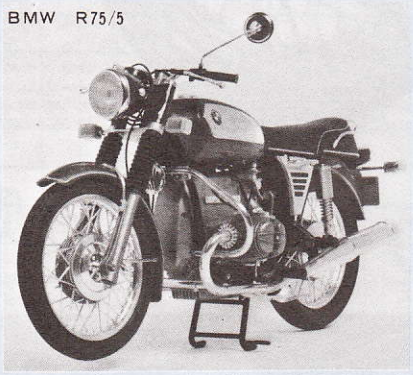
BMW R90S

In 1885 Gottlieb Daimler made a successful trial run on a mechanically propelled two-wheeled vehicle. This was probably the world's first motorcycle, and they have been with us ever since! In the early days motorcycles were used exclusively as a practical means of transport because motor cars were very expensive to buy and were therefore beyond most peoples reach. Owing to modern mass production by Henry Ford in the early part of this century, motor cars gradually came into general use, and less attention was paid to the practicality of motorcycles and they came to be enjoyed more as a sport. It is not surprising that this came to pass because motorcycles are not suitable as a practical means of transport. They do not afford protection against weather, nor are they able to carry any luggage or in fact anything else except the rider and perhaps a pillion rider. Also they are very unstable machines and, as any motorcyclist knows, momentary lack of balance, especially on a wet road, can cause a fall and in many cases injury. It is therefore obvious that as a practical means of transport they are very definitely inferior to motor cars. These disadvantages are the very reason why motorcycling has become such a pleasurable and skillful sport.

Two-wheeled motoring requires that a rider and the machine should be one in order to maintain delicate balance according to conditions. To do so the rider needs experience and good judgement to control the amount of lean, acceleration and braking. The motorcyclist must also be mentally and physically strong because exposure to bad weather conditions hastens fatigue.

It is no wonder that motorcycling has become a great sport. Sports cars in the truest sense of the term, are disappearing from the social scene because of crowded road conditions and cost, but motorcycling has become a very popular sport in many parts of the world. Because of this machines have been developed for specialised purposes such as trials, cross-country racing, speed racing and road sports models. In the last few years machines with large engines and power have gained in popularity.

BMW R75/5

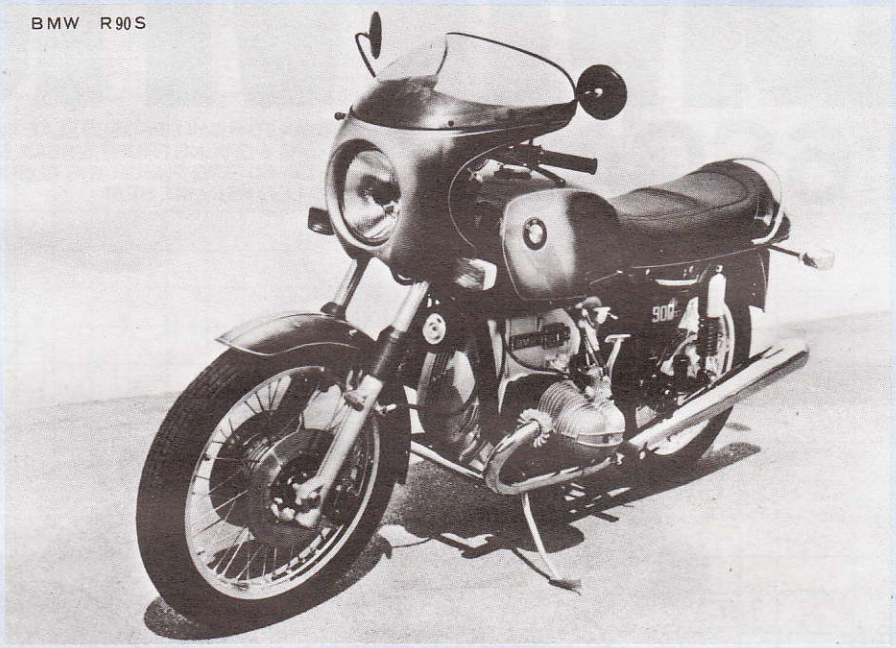


〈BMW R90S〉

It is said that the Directors of BMW considered discontinuing the production of their motorcycles in 1969. This was when the "/5" series, including the R75/5, was in course of development. The reason for this was that BMW had successfully gained an undisputed position as a high performance manufacturer. But they found that motorcycles were not very profitable and did not warrant high development costs of a new series. However, a new "/5" series was developed to maintain the long tradition of BMW motorcycles, but this gained much greater popularity than they ever expected, and the production of BMW motorcycles was doubled in a very short time.

Because of the demand for large-displacement machines, BMW released in the Autumn of 1973 the new "/6" series which included the R90S, a sports machine of the very highest class. The R90S has an engine displacement of approximately 900 cc, and has "streamlining", which amounts to a semi-cowling. It is also fitted with a double-disc brake on the front wheel. The colouring is a unique shade of dark silver. It gives a great impression of a high performance machine and does not have the conventional BMW shape. The R90S has become *the* topic of conversation among the worlds motorcycle fans.

BMW R90S



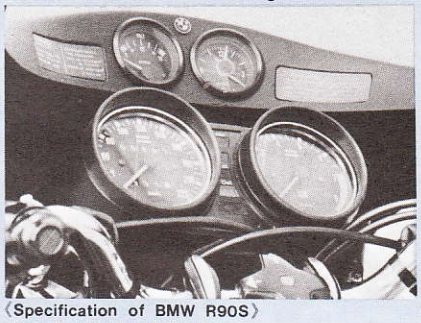
BMW engineers have developed the R90S specifically as a combination of great reliability, safety and comfort. The engine has extreme reliability, having a displacement of 898 cc and an output of 67 bhp. This is not much when compared with the power of Japanese and Italian machines. Japanese motorcycles of 750 cc produce as much power. However, the overwhelming victories gained by BMW, not only at the T.T., but at other long distance races, have shown that the machine's performance does not depend entirely upon engine power. It is a balanced combination of power, comfort, safety and technical reliability that ensure victories.

As was the case with the R75/5, it is one of BMW's production policies not to increase engine power unnecessarily. Reasonable engine power together with BMW's traditional high quality, makes for extreme reliability.

BMW says of the R90S "the reliability of the machine is such that the rider indulging in longer journeys, can reach his destination without getting his hands dirty.

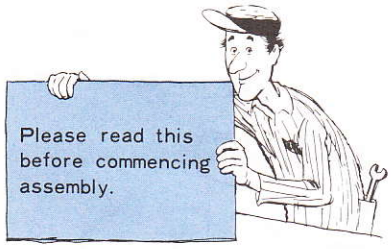
This motorcycle has a performance which puts it in the fore-front of the worlds first-class machines. It has a maximum speed of over 220 km/h and from a standing start it can cover 400 meters in only 13.3 seconds. Also from a standing start it can accelerate to 160 km/h (approximately 100 mph), in only 12.6 seconds. The R90S, in road trim, weighs approximately 215 kg. It is therefore about 30 kg lighter than Japanese motorcycles of the 750 cc class. This is one of the reasons why it has a high performance in spite of its moderate power output. The frame is of the double-cradle type and is basically the same as that of the R75/5, but the rear suspension arm is increased in length to provide better stability at high speeds and this results in an increase of 80 mm in the wheel-base which is 1.465 mm. The stability of the machine is further enhanced by the fitting of two hydraulic steering dampers and also because the BMW has a very low centre of gravity due to its well-balanced horizontally opposed twin cylinder type of engine.

Great attention has been paid to the satety of rider and machine. As already mentioned, the double-hydraulic disc brake is fitted to the front wheel. The master cylinder and the oil reservoir are located under the fuel tank to minimize damage in the event of an accident. Incidentally an indicator is fitted to show any discrepancy of brake fluid. The rear brake drum has small inspection holes in it so that it can easiliy be seen if wear has taken place. A large diameter quartz iodine headlight is employed for greater safety at night. The semi-cowling not only presents an attractive appearance, but also reduces air resistance and overall lessens the rider's fatigue. The instruments are fitted inside the cowling and each one is located in a rubber housing in order to reduce vibration. There are considerable small differences between the R90S and the R75/5. The R90S uses a five-speed gear box, whereas the R75/5 has only four, and also a new type of carburettor is fitted. These changes are made in order to obtain higher reliability, comfort, and safety. The BMW R90S provides the joy of motorcycling with more safety and comfort than probably any other machine. It has not only upheld but enhanced the tradition of BMW motorcycles which are known as "Running works of art".



〈Specification of BMW R90S〉

Overall length : 2,180 mm
Overall width : 740 mm
Overall height : 1,210 mm Weight : 215 kg
Engine : Air-cooled horizontally opposed type 2-cylinder, 4-cycle OHV
Displacement : 898 cc
Maximum power : 67 bhp at 7,000 rpm
Maximum torque : 7.6 kgm at 5,500 rpm
Transmission : 5-speed return type gear box and shaft drive
Maximum speed : over 200 km/h
0—400 m : 13.3 secs.



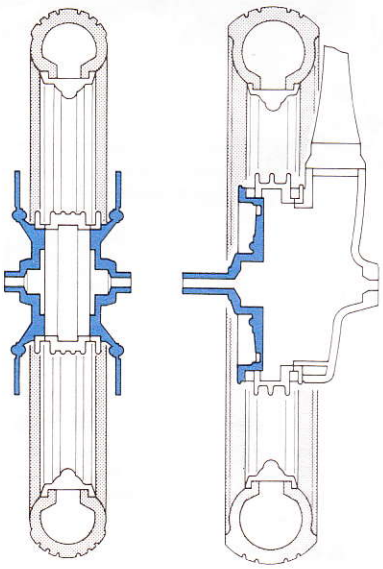
★Study the instructions and photographs before commencing assembly.
★You will need a sharp knife, a screwdriver, a pair of pliers.
★Do not break parts away from sprue, but cut off carefully with a pair of pliers.
★Before finally cementing each part together be sure that parts fit correctly together. 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 13. For tips for better painting refer to PAINTING on almost each page.

❶ 〈Construction of Dampers〉
Make two sets of Dampers, for each right and left sides. See the structural plan on the right and assemble.

❺ 〈Construction of Wheels〉
Construct Wheels as shown in the figure at right. Paint the letters on Tyres white.

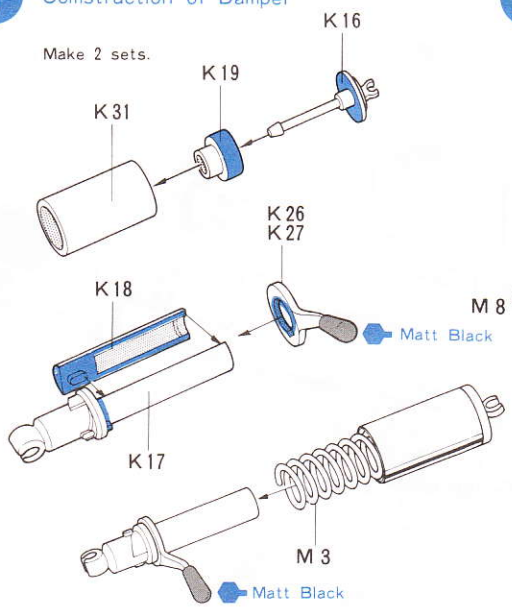
〈Front〉 〈Rear〉



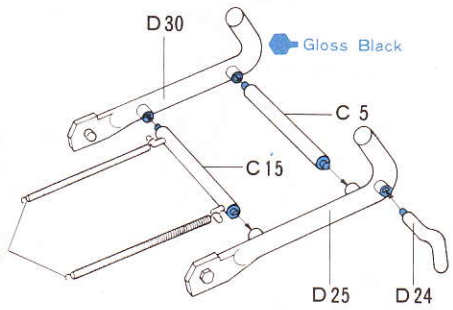
PAINTING

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.

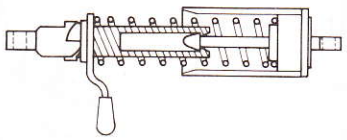
1 Comstruction of Damper



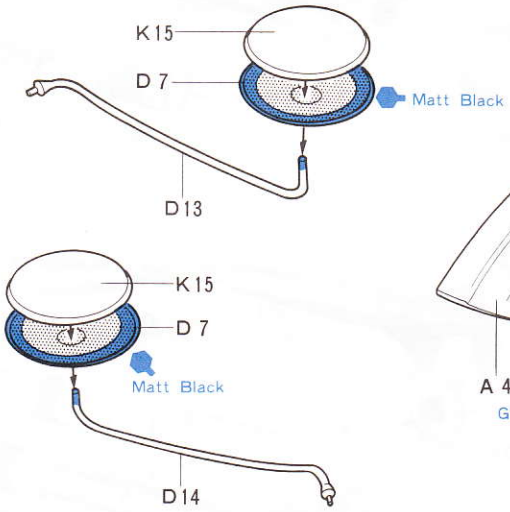
2 Construction of Main Stand



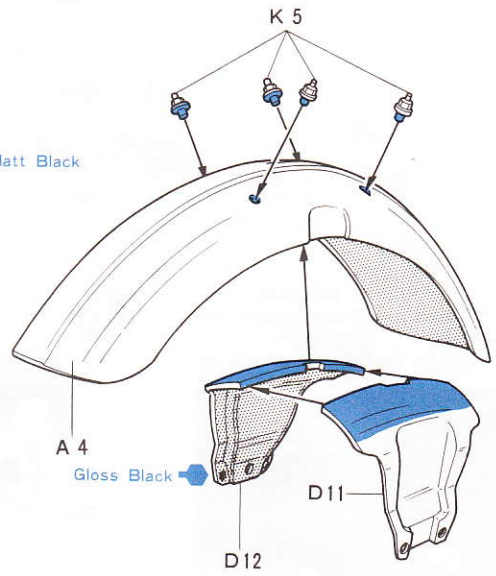
〈Structural Plan of Damper〉



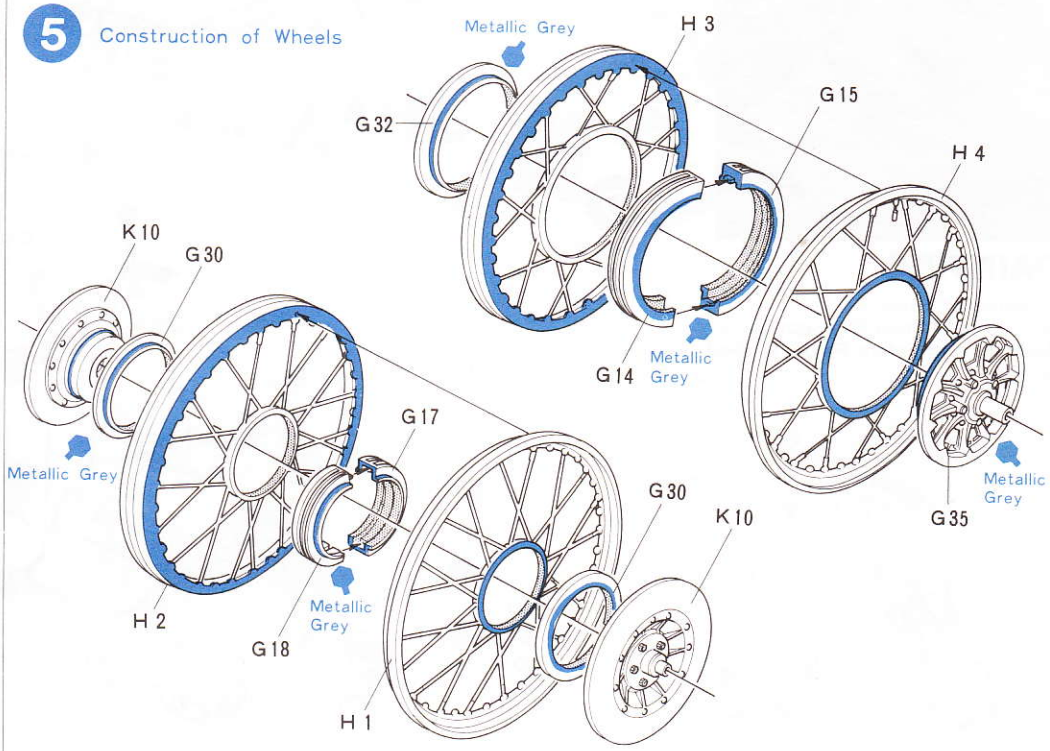
3 Constriuction of Rear View Mirrors



4 Construction of Front Fender

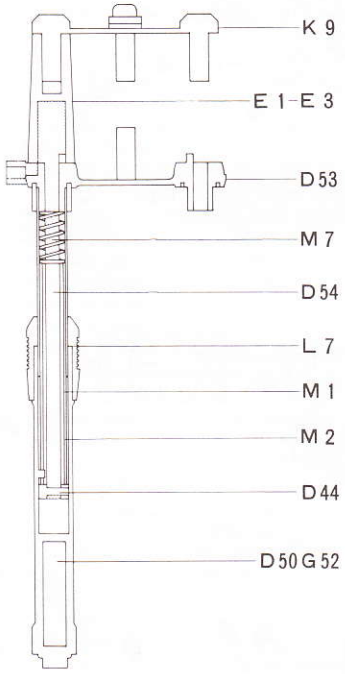


5 Construction of Wheels

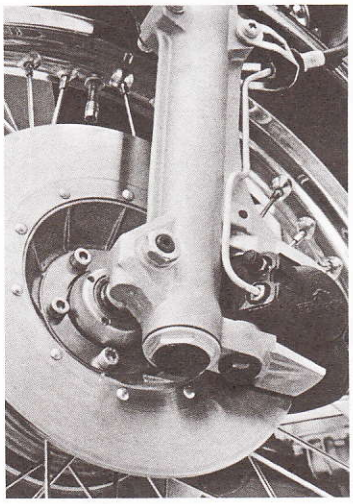


6 〈Construction of Front Fork 1〉
Front Fork is movable through Brass Pipe and Spring. Cut off extra part of Brass Pipe with a file and adjust in order to move smoothly.

〈Structural drawing of Front Fork〉

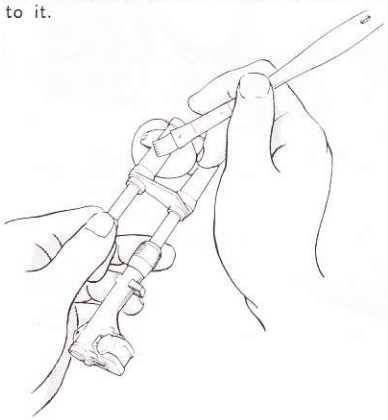


8 〈Fixing of Brake Calipers〉
Bottom Cases and Brake Calipers are symmetrical on right and left sides. Make sure of their numbers and fix.

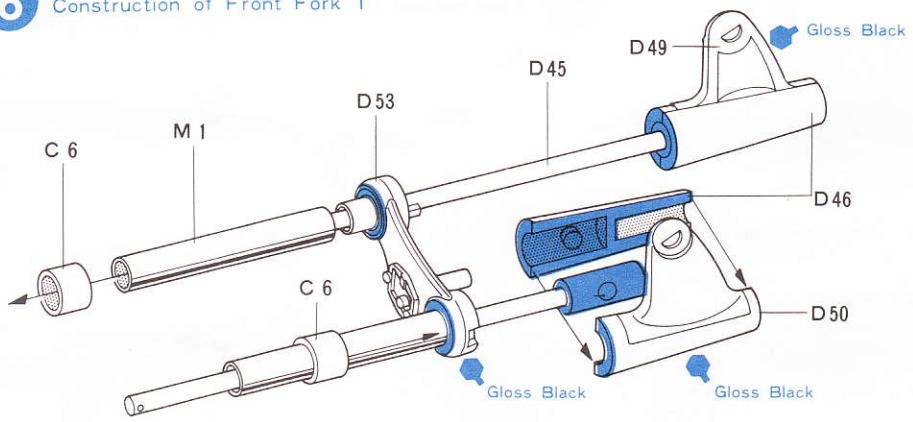


PAINTING

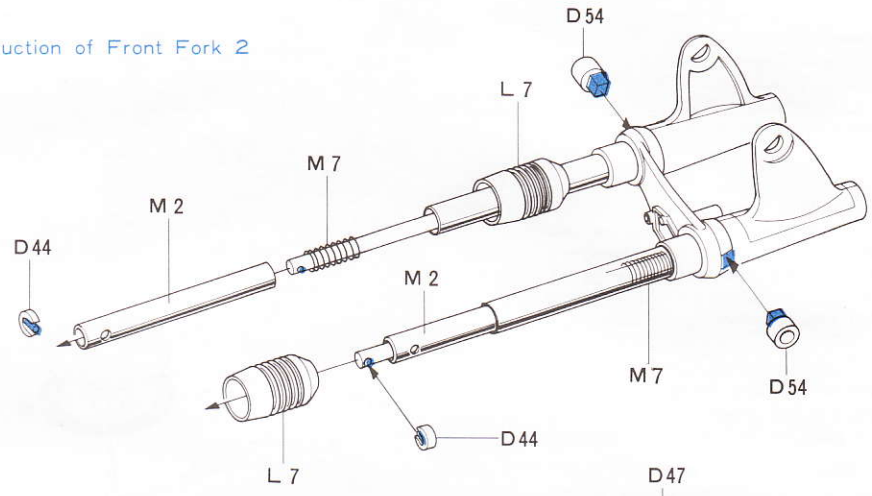
〈Painting of Front Fork〉
Apply paint to Front Fork with Damper Boots masked before Fender is fixed to it.



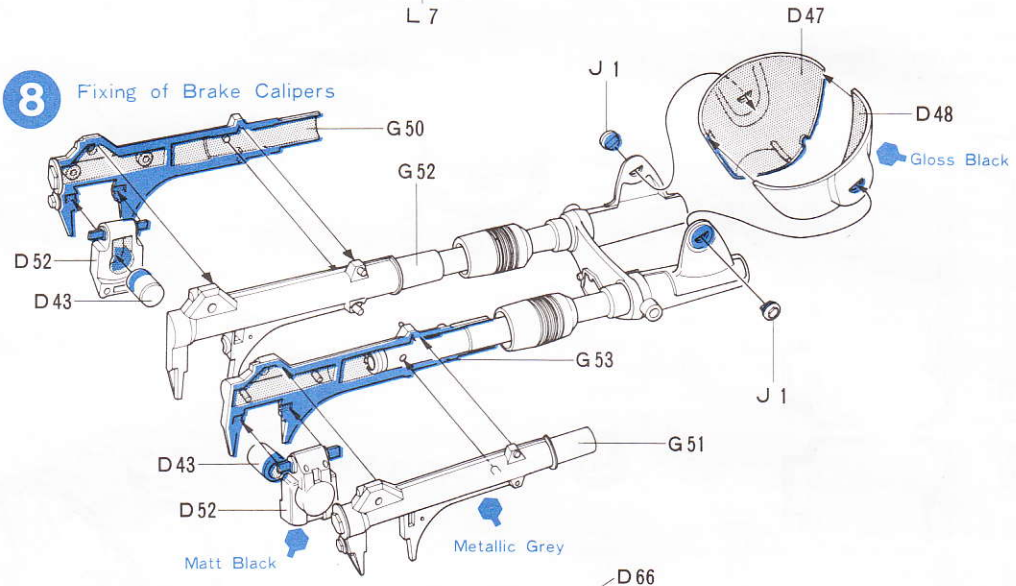
6 Construction of Front Fork 1



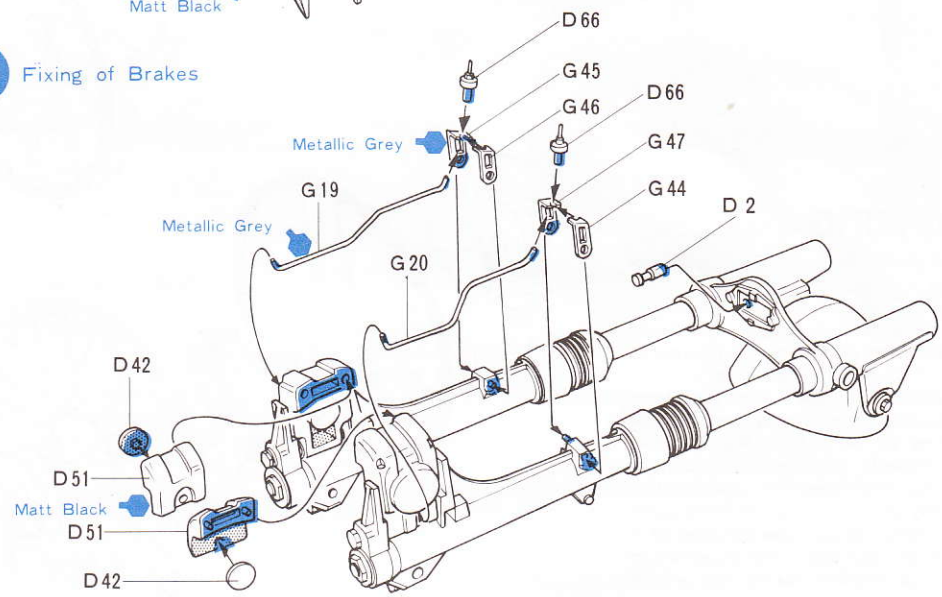
7 Construction of Front Fork 2



8 Fixing of Brake Calipers

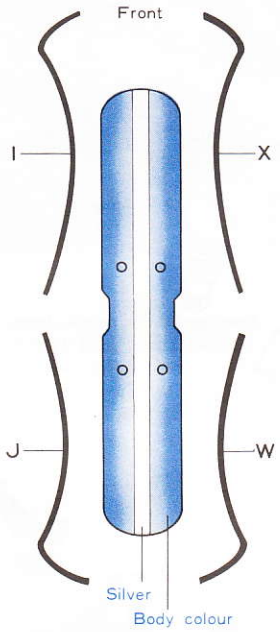


9 Fixing of Brakes

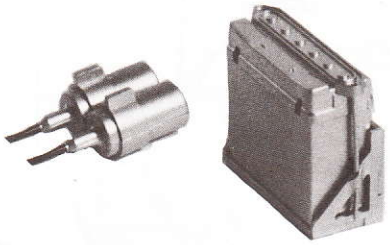


⑩ 〈Installation of Front Wheel〉
First, apply paint and decal to Fender. Then, fix Fender. Lastly, install Front Wheel.

〈Painting and Marking of Front Fender〉



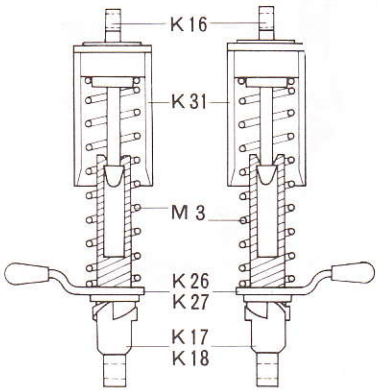
⑪ 〈Construction of Electric Parts〉
Vinyl Cords should be joined to Electric System Parts. Make sure that what parts Vinyl Cords should be joined.



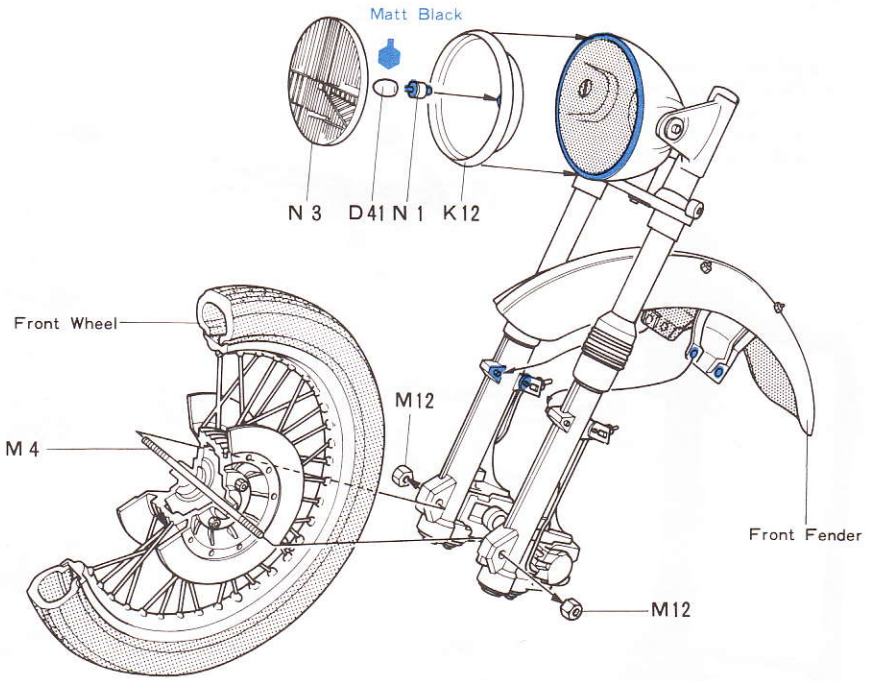
⑫ 〈Assembling of Frame Parts〉
Construct Upper Frame and Rear Fork. C1 in Rear Fork is to hold Rear Damper in place. Fix this part with sufficient cement.

⑬ 〈Fixing of Rear Damper〉
Fix Rear Dampers before construction of Left and Right Main Frame. Right and left control levers are fixed symmetrically, as shown below.

〈Structural Plan of Damper〉

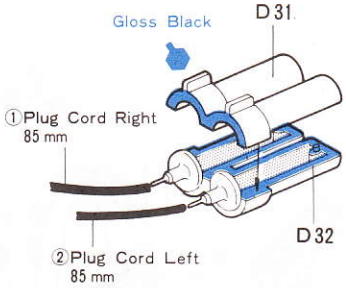


10 Installation of Front Wheel

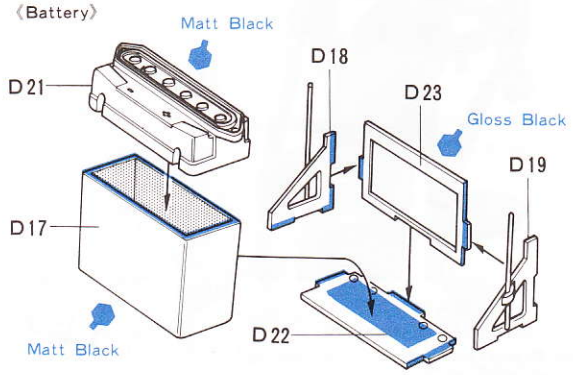


11 Construction of Electric Parts

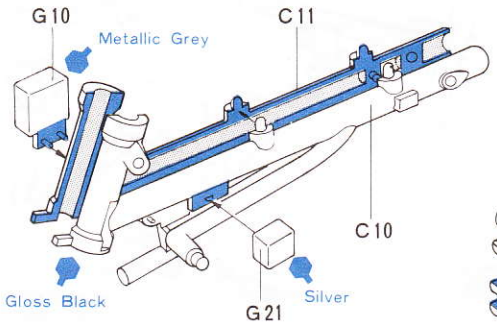
〈Ignition Coil〉



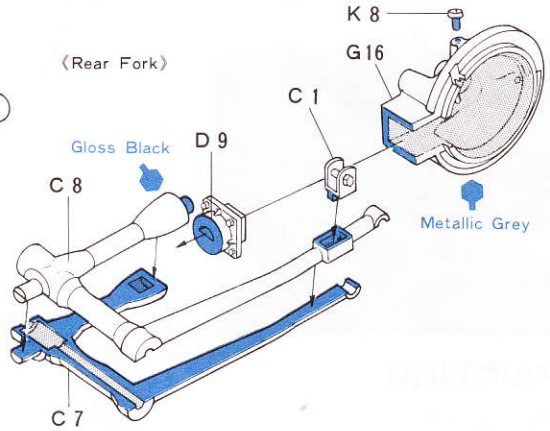
〈Battery〉



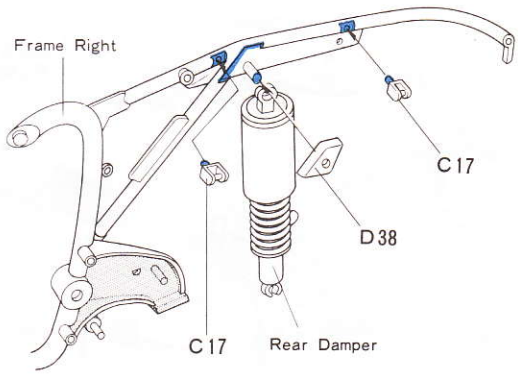
12 Assembling of Frame Parts

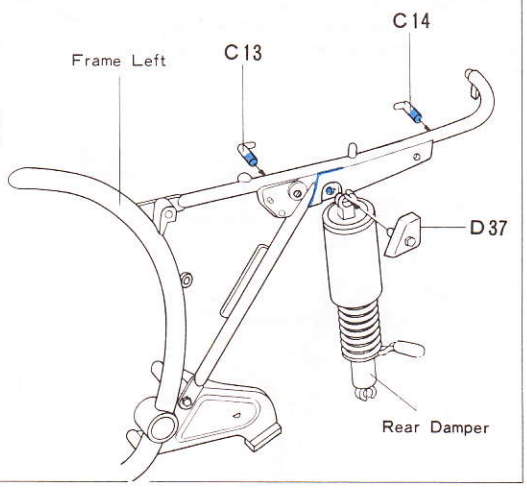


〈Rear Fork〉



13 Fixing of Rear Damper

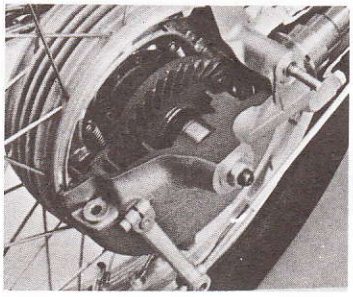




⓮ 〈Construction of Frame〉
Cement Frame Upper, Frame Right and Frame Left together. Paint Frame before fixing painted Fender.

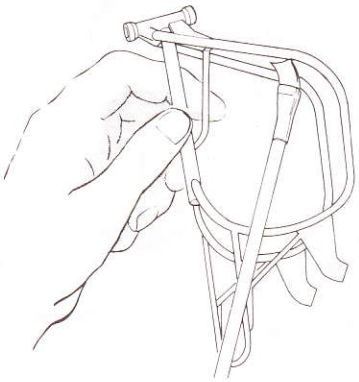
⓯ 〈Fixing of Rear Fork〉
Fix Rear Fork, Battery, Main Stand, etc. to constructed frame. Nuts for holding Rear Fork in place should be tightened with a wrench C12.

⓰ 〈Construction of Rear Brake〉
Rear Brake is movable through Spring. The position of fixing Brake is the inside of Frame. See the photo below.

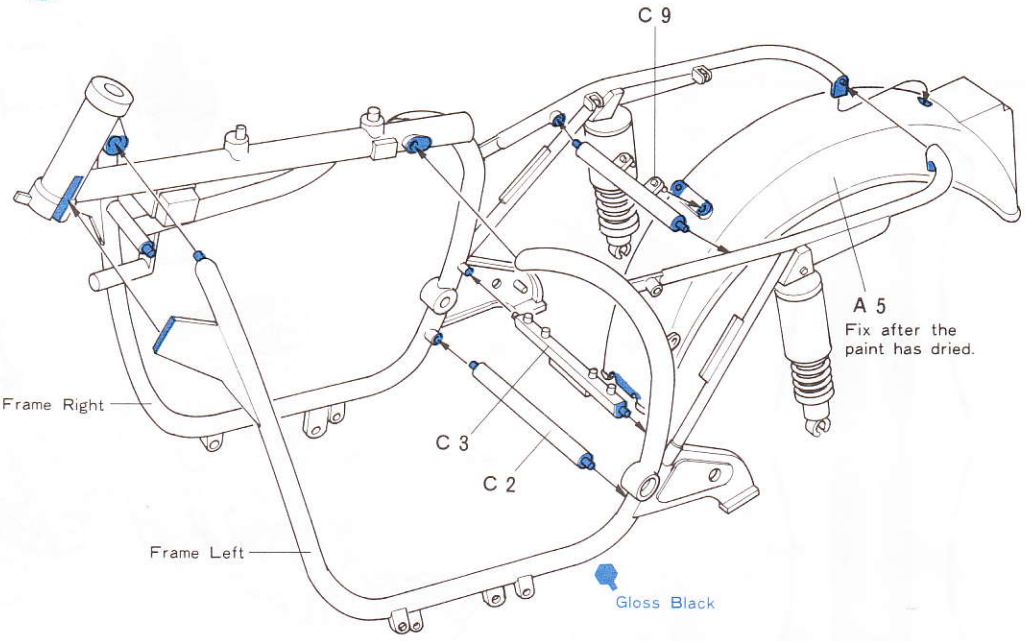


PAINTING

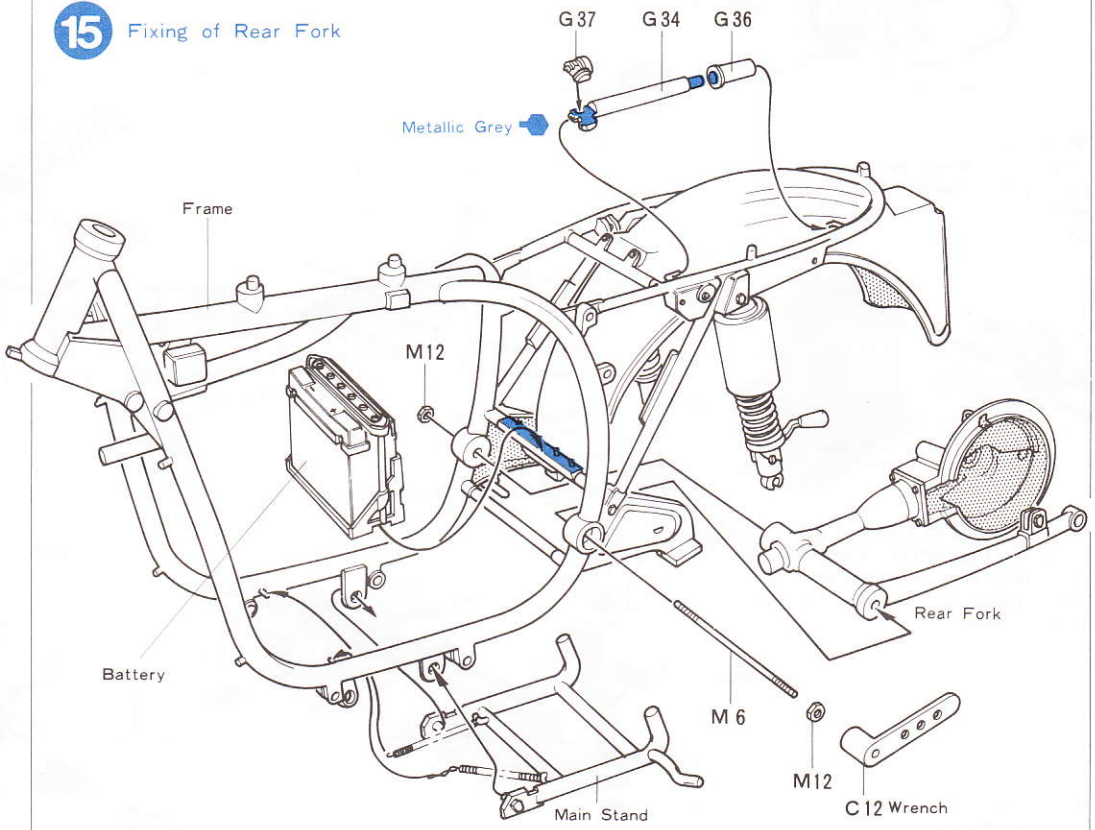
〈Painting of Frame〉
Paint black parts in Gloss Black. Frame should be carefully painted one side at a time so as not to finger mark.



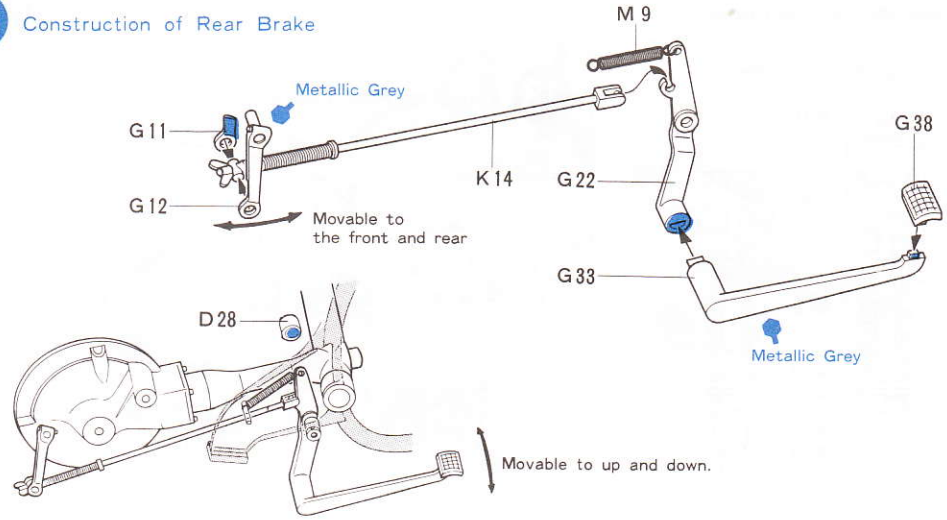
14 Construction of Frame



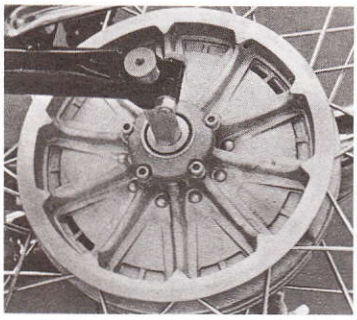
15 Fixing of Rear Fork



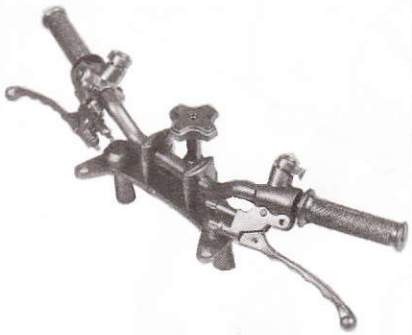
16 Construction of Rear Brake



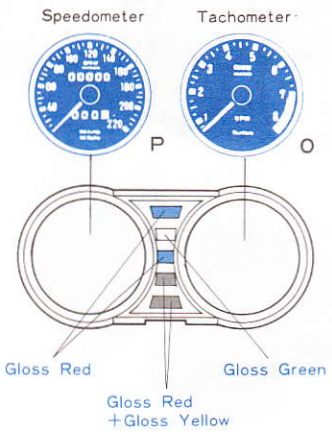
⑰ 〈Installation of Rear Wheel〉
Install Rear Wheel and Side Stand by means of Screws and Nuts. Both of them are movable.



⑱ 〈Construction of Handleber〉
Both Clutch lever and Brake lever are movable. Be careful when you fix these parts. Make sure that together what parts Vinyl Cords from each lever should be joined.

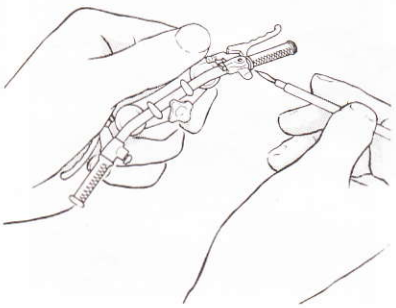


⑲ 〈Construction and Fixing of Meter Unit〉
Apply decal to Meters before fitting N2. Never reverse the order.

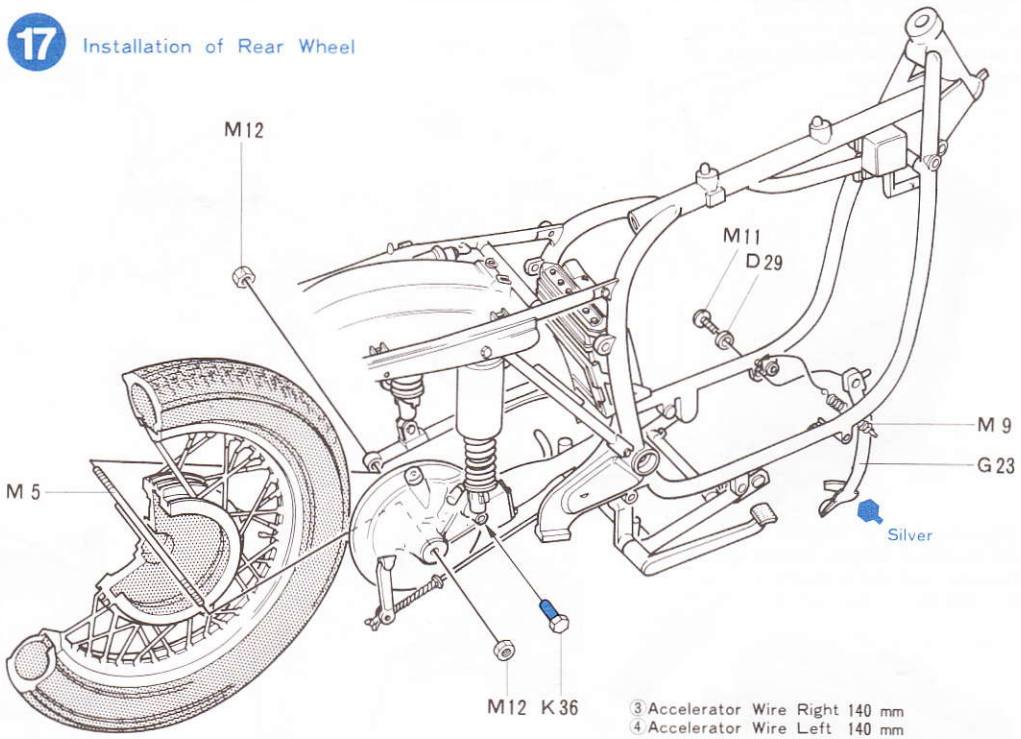


PAINTING

〈Repair of Worn-off Plating〉
Apply silver paint with a very fine pointed brush to make good any damaged chrome work.

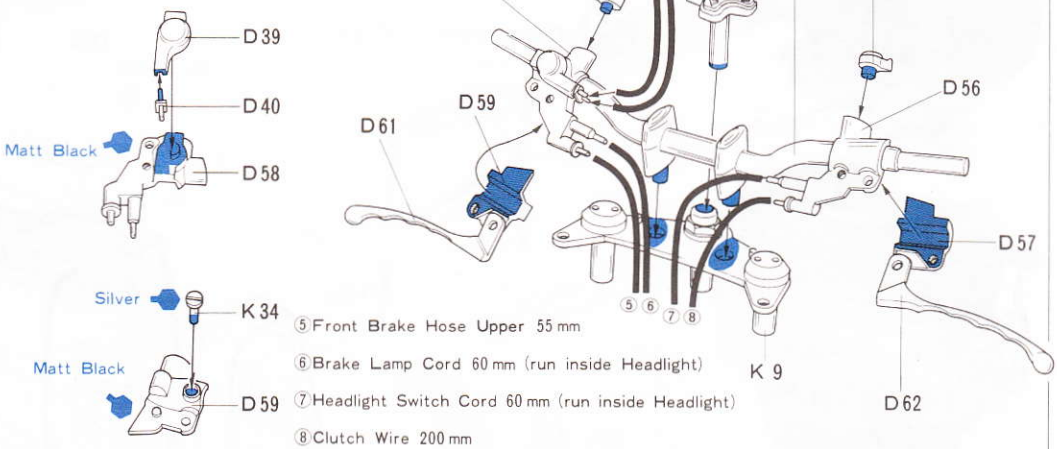


17 Installation of Rear Wheel



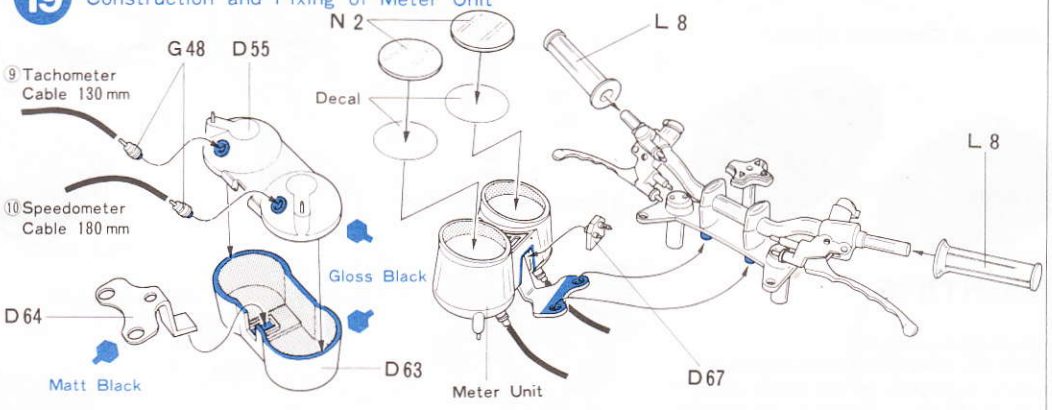
③ Accelerator Wire Right 140 mm
④ Accelerator Wire Left 140 mm

18 Construction of Handlebar

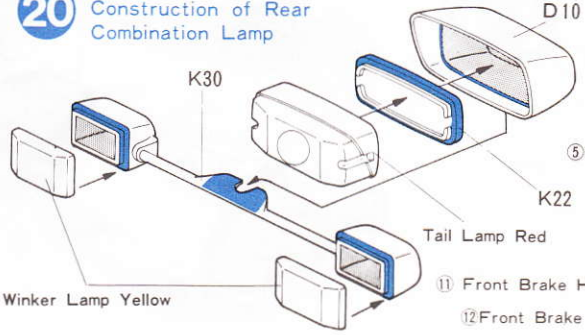


⑤ Front Brake Hose Upper 55 mm
⑥ Brake Lamp Cord 60 mm (run inside Headlight)
⑦ Headlight Switch Cord 60 mm (run inside Headlight)
⑧ Clutch Wire 200 mm

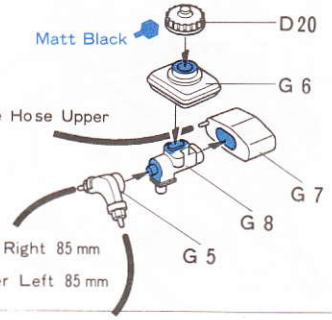
19 Construction and Fixing of Meter Unit



20 Construction of Rear Combination Lamp



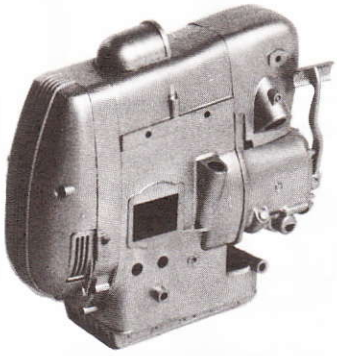
21 Construction of Master Cylinder

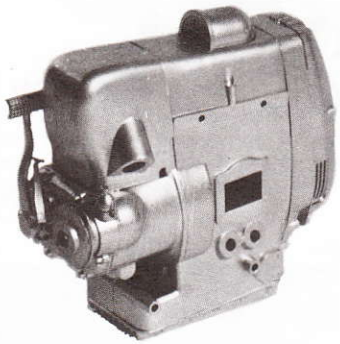


⑪ Front Brake Hose Lower Right 85 mm
⑫ Front Brake Hose Lower Left 85 mm

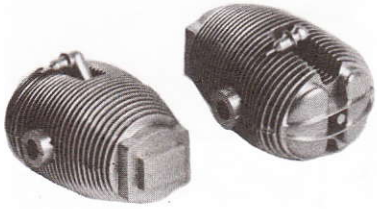
㉒ 〈Construction of Kick Pedal〉
Kick Pedal is movable through Spring. Be sure not to smear the shaft of Pedal with adhesives.

㉔ 〈Construction of Engine〉
First construct Engine without gluing tentatively, and check up the adhesive part. And then construct it.



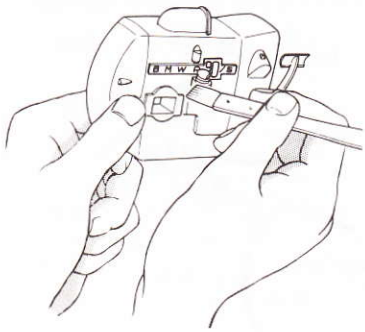


〈Photo of Completed Cylinder〉

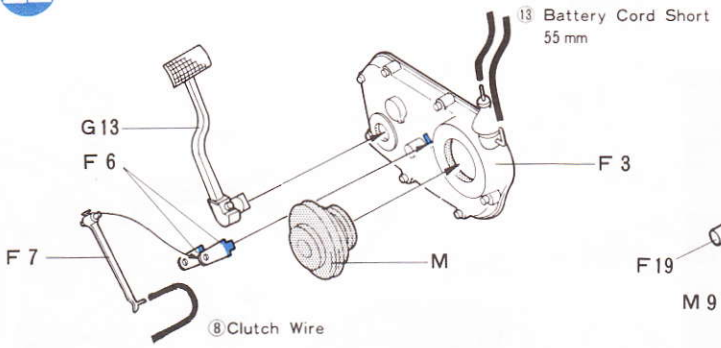


PAINTING

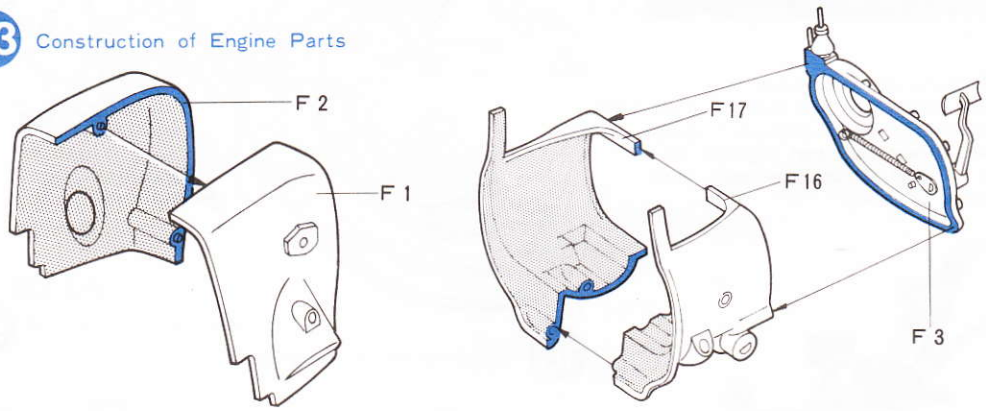
〈Painting of Engine〉
After you have painted the engine but before the paint is dry, brush again with dry brush to create a cast metal finish.



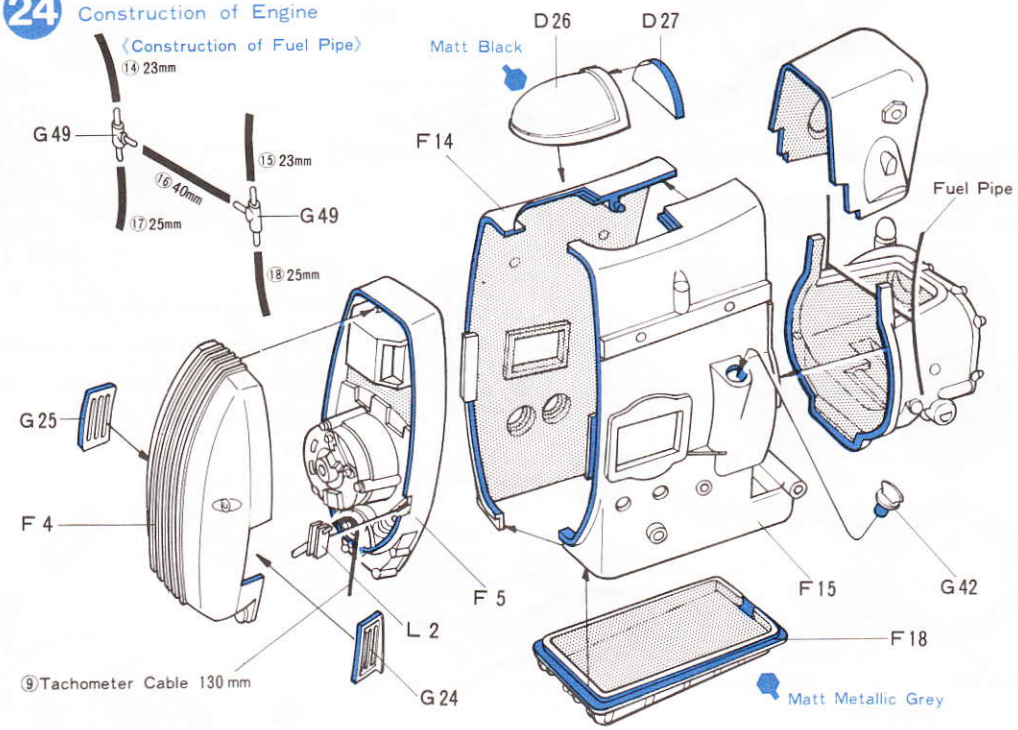
22 Construction of Kick Pedal



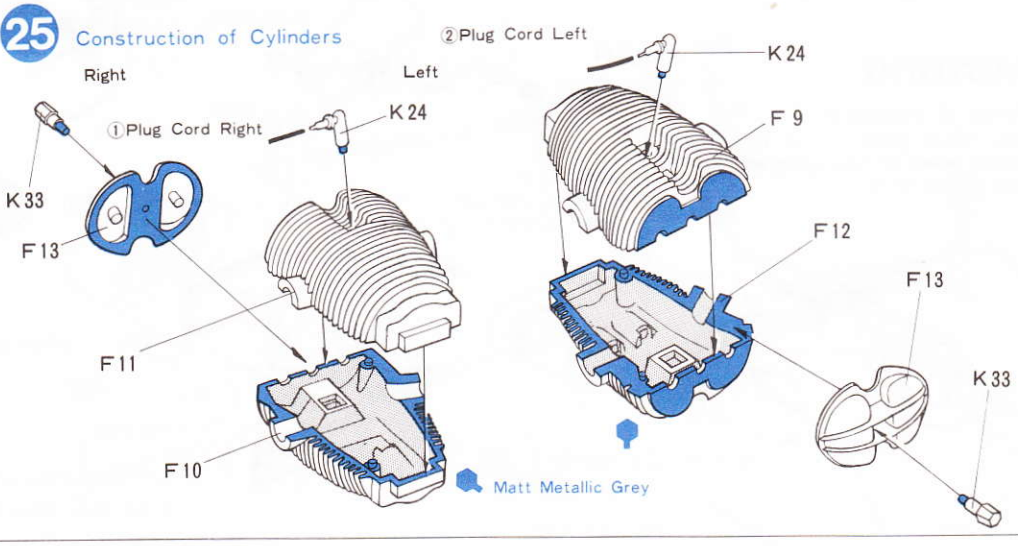
23 Construction of Engine Parts



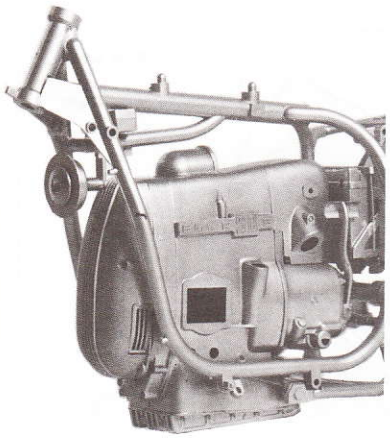
24 Construction of Engine



25 Construction of Cylinders

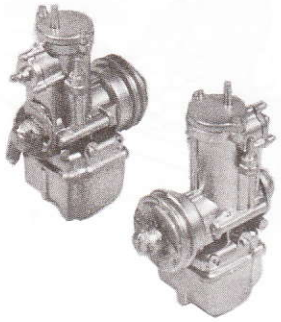


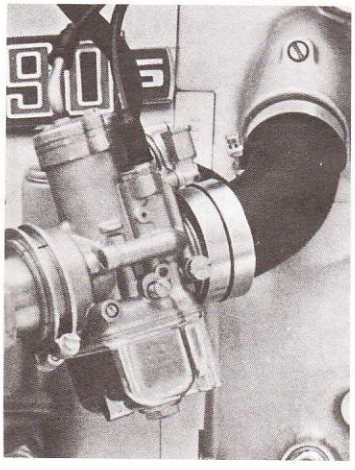
㉖ 〈Mounting of Engine〉
Put Engine into Frame before fixing Cylinder. Secure the only front part of Engine with G55's.



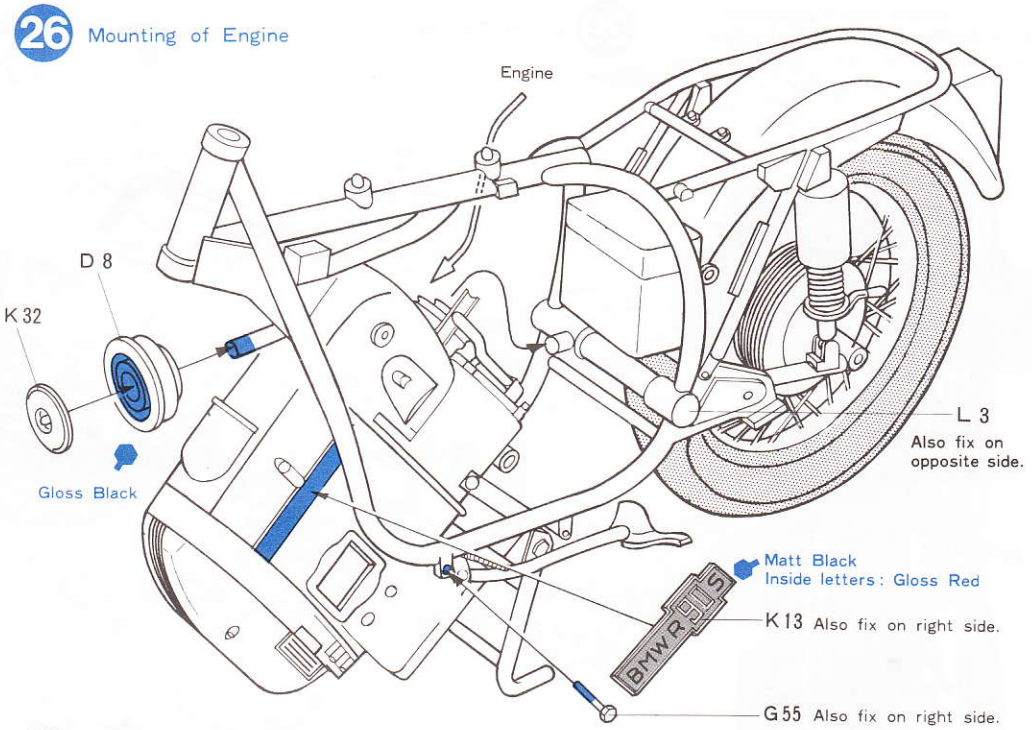
㉗ 〈Construction of Muffler〉
When constructing Muffler, make sure of their numbers prior to assembly.

㉘ 〈Construction of Carburettors〉
Each Right and Left Carburettor has three Vinyl Cords. Check the number of Carburettor.

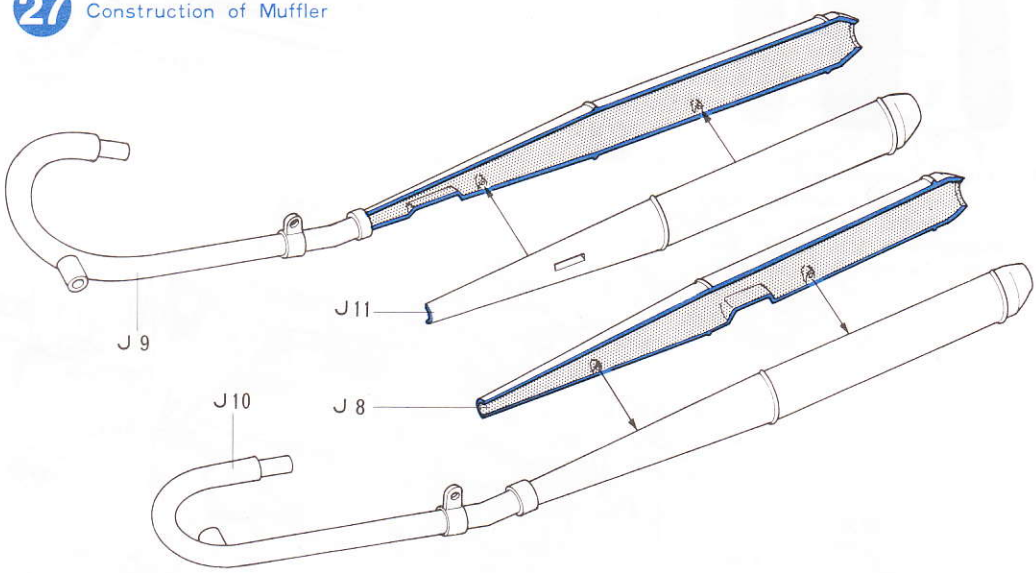




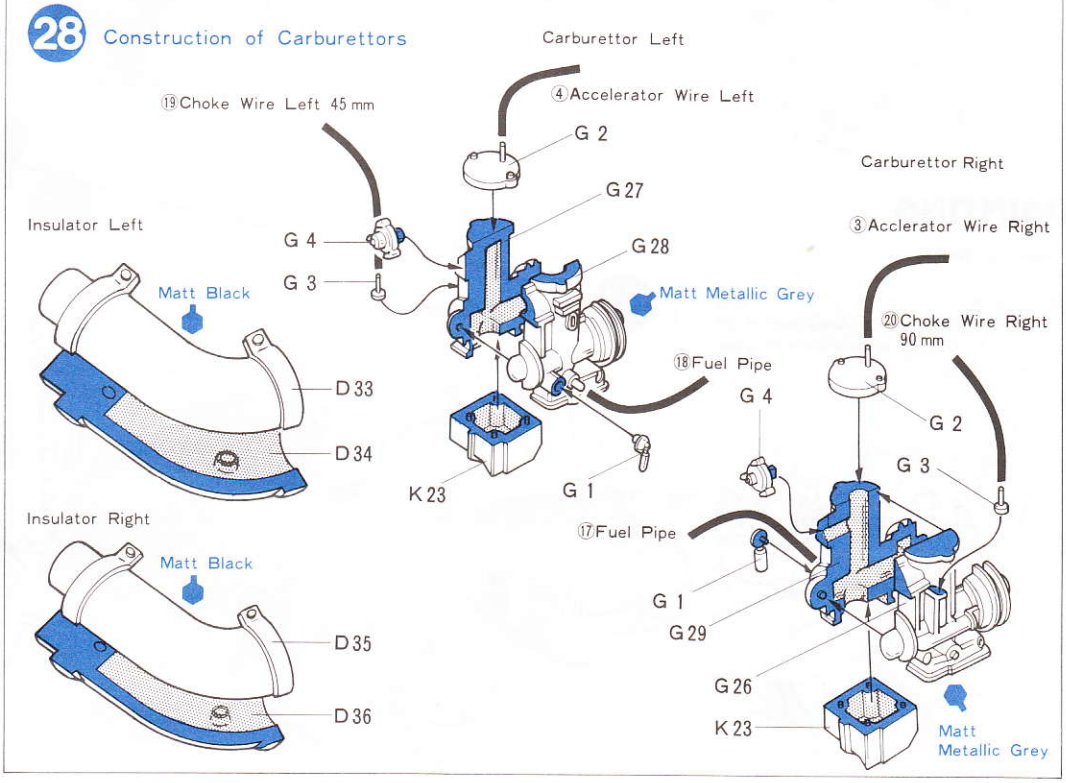
26 Mounting of Engine



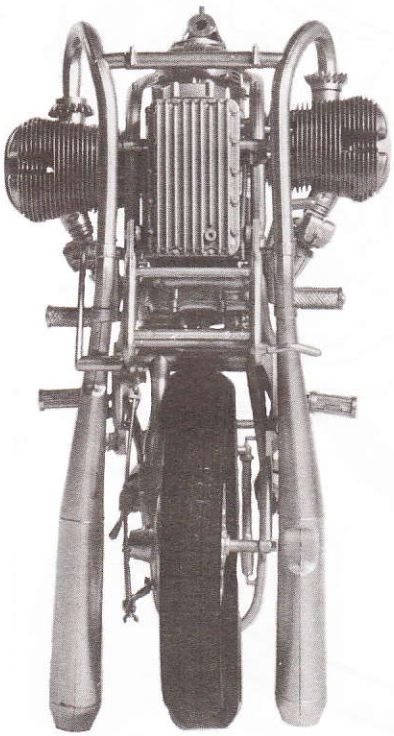
27 Construction of Muffler



28 Construction of Carburettors



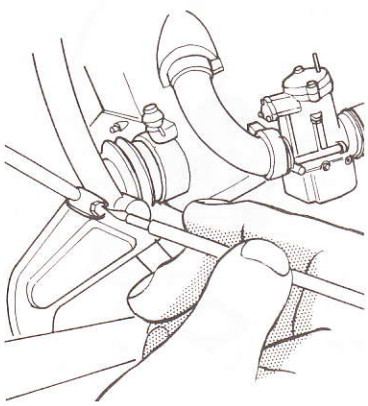
㉙ 〈Fixing of Cylinder 1〉
First fix Cylinder with Push-rod onto Engine. Muffler should be firstly fixed onto Cylinder, and then fix it together with step-bar onto the body.

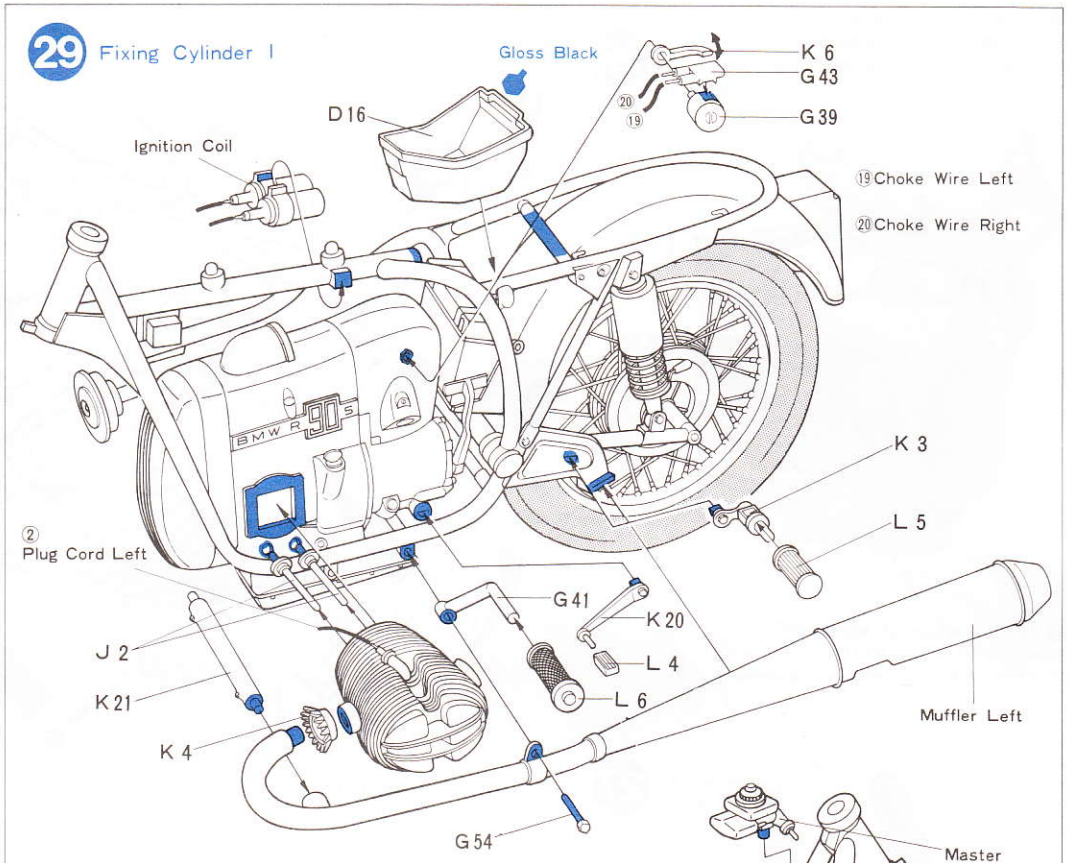


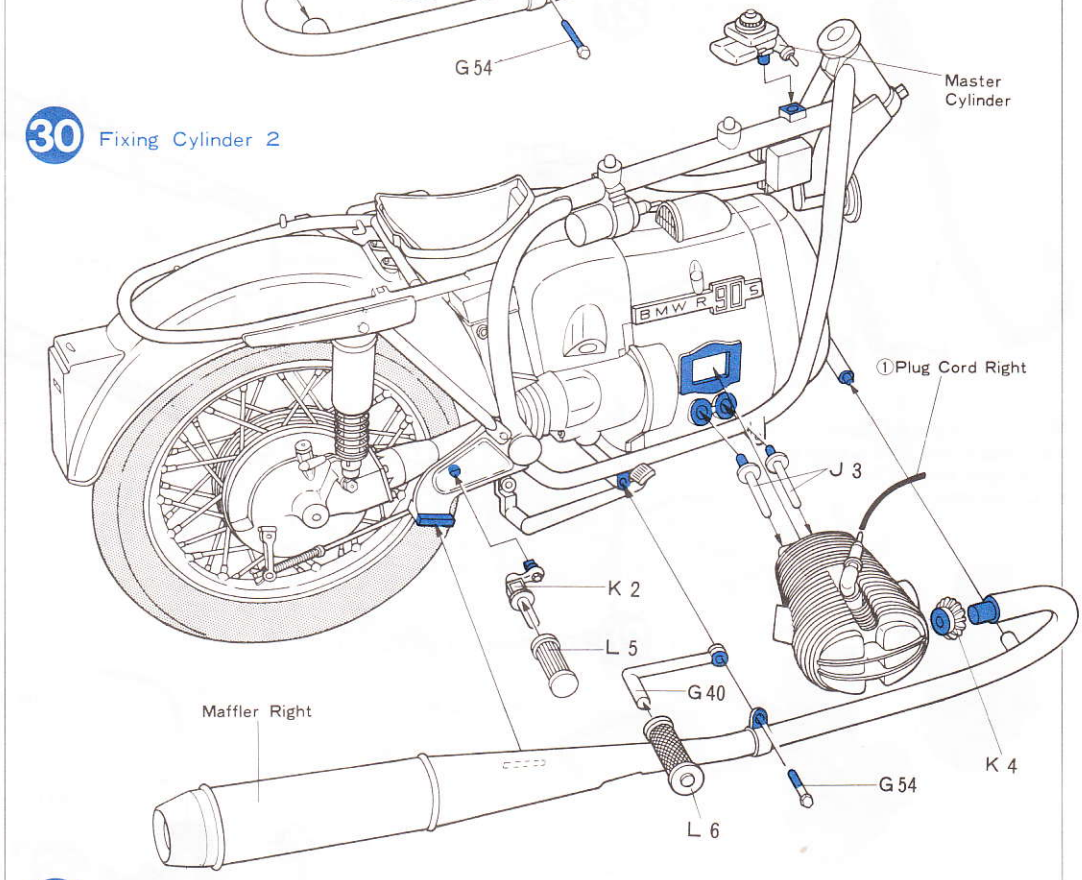
㉛ 〈Fixing of Carburettors〉
Each right and left Carburettor should be fixed correctly. The left side part of Insulator is a little longer than right side. Fix them with care.

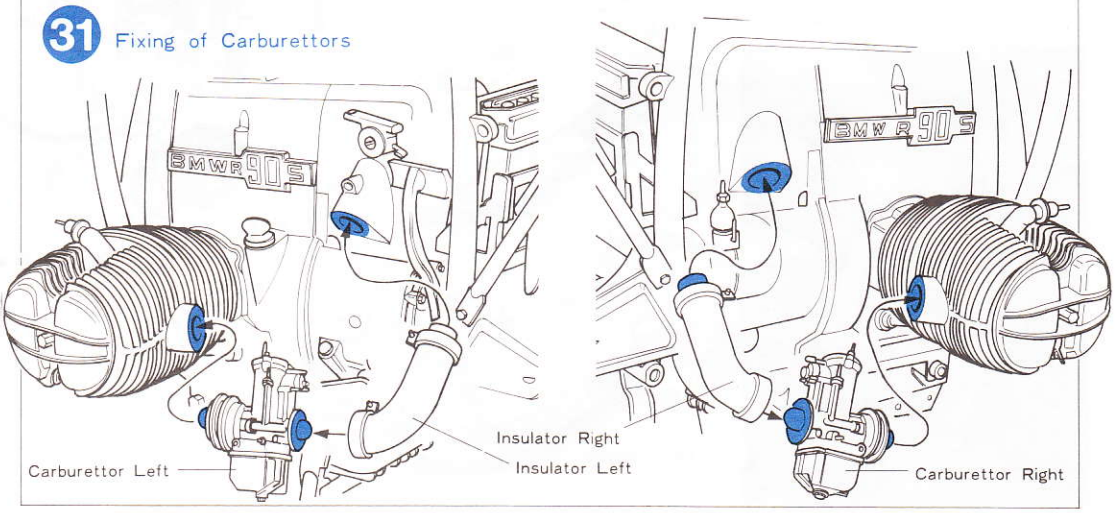
PAINTING

〈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.

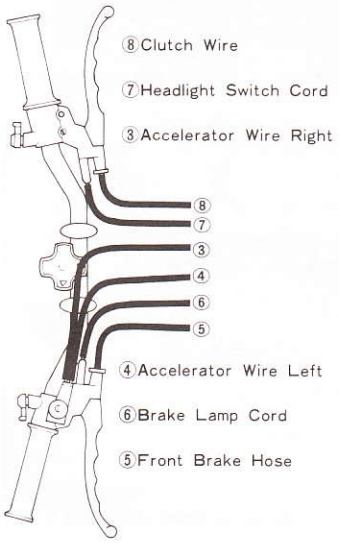




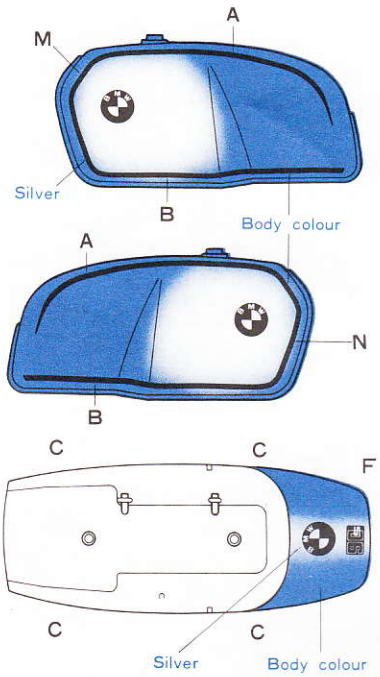




㉜ 〈Fixing of Front Fork and Wiring〉
For wiring of Handlebar, see the figure below. Pass Wires and Cords between members of Frame. Cords which have no parts to connect with should be run into Headlight.

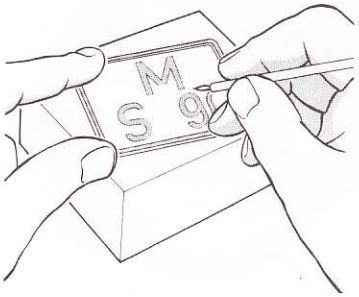


㉞ 〈Construction of Fuel Tank and Seat〉
Paint Fuel Tank and Seat before applying decals to them. For application of decals, see the figure below.



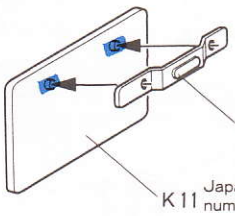
PAINTING

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

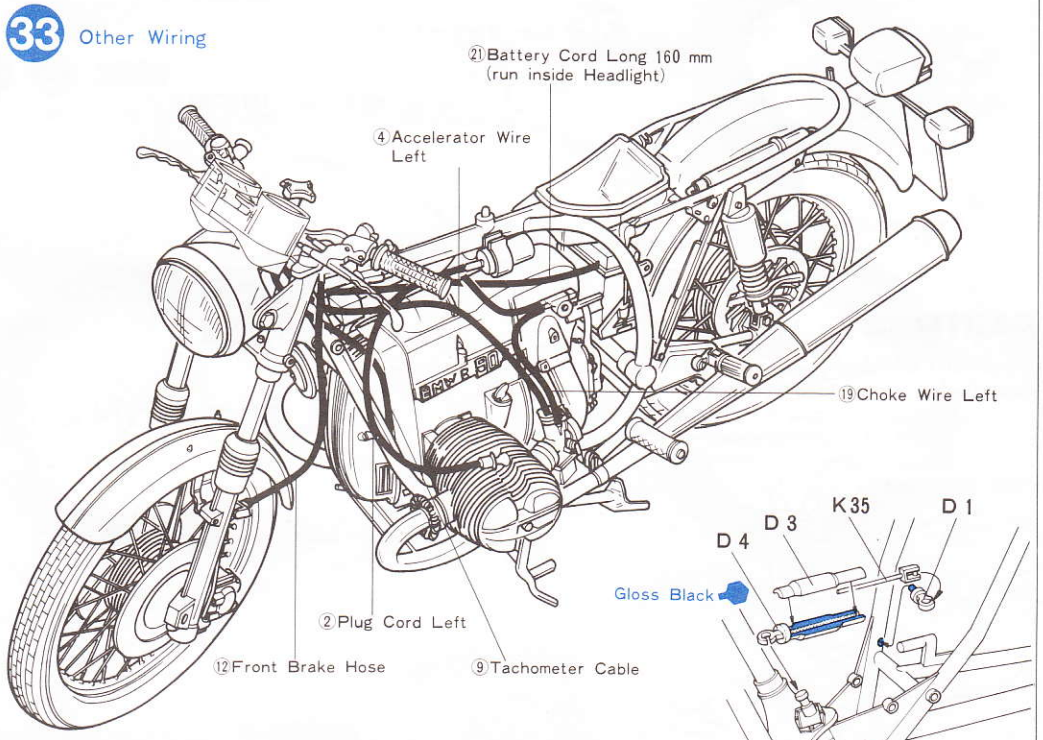


32 Fixing of Front Fork and Wiring

〈Construction of Japanese Number Plate〉

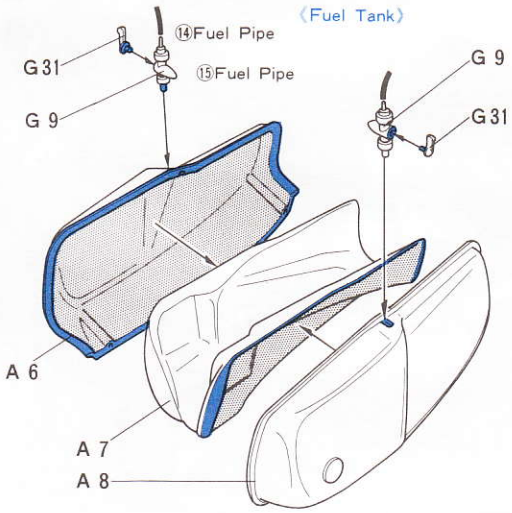


33 Other Wiring

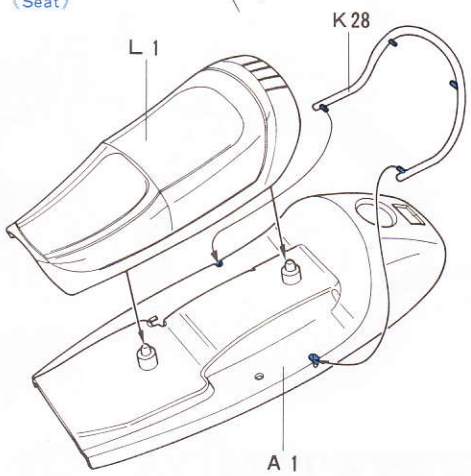


34 Construction of Fuel Tank and Seat

〈Fuel Tank〉

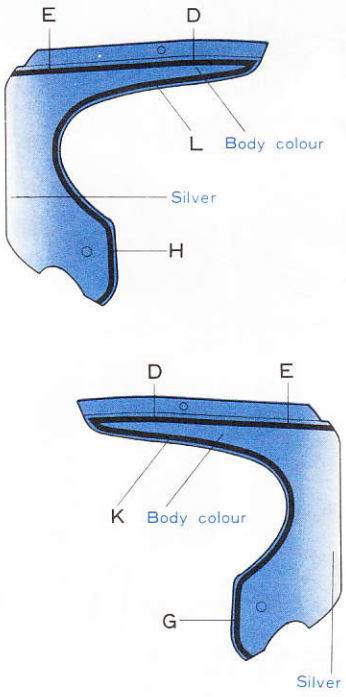


〈Seat〉



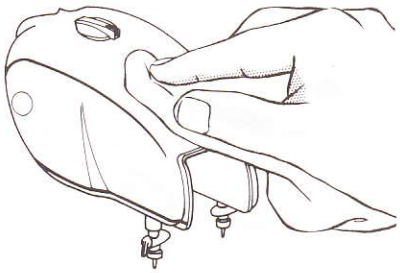
㉟ 〈Fixing of Fuel Tank and Seat〉
Fix Fuel Tank and Seat to Body which has been completely wired. Apply decals to Side Covers and fix them to respective sides.

㊱ 〈Construction and Fixing of Cowling〉
Paint Cowling before applying decals to it. For application of decals, see the figure below.

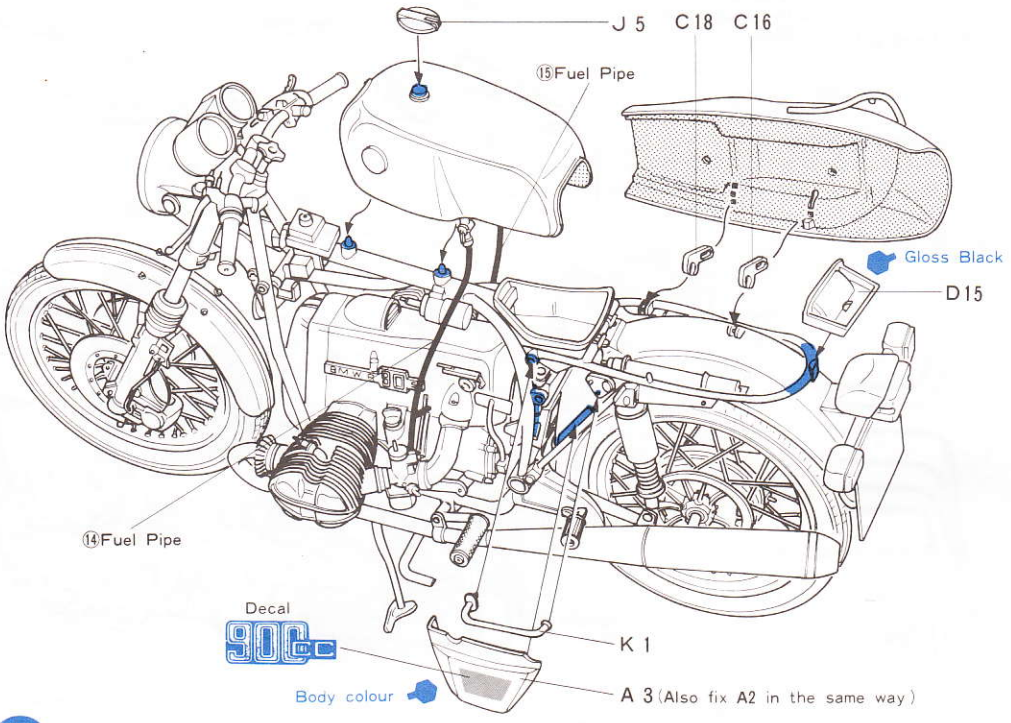


PAINTING

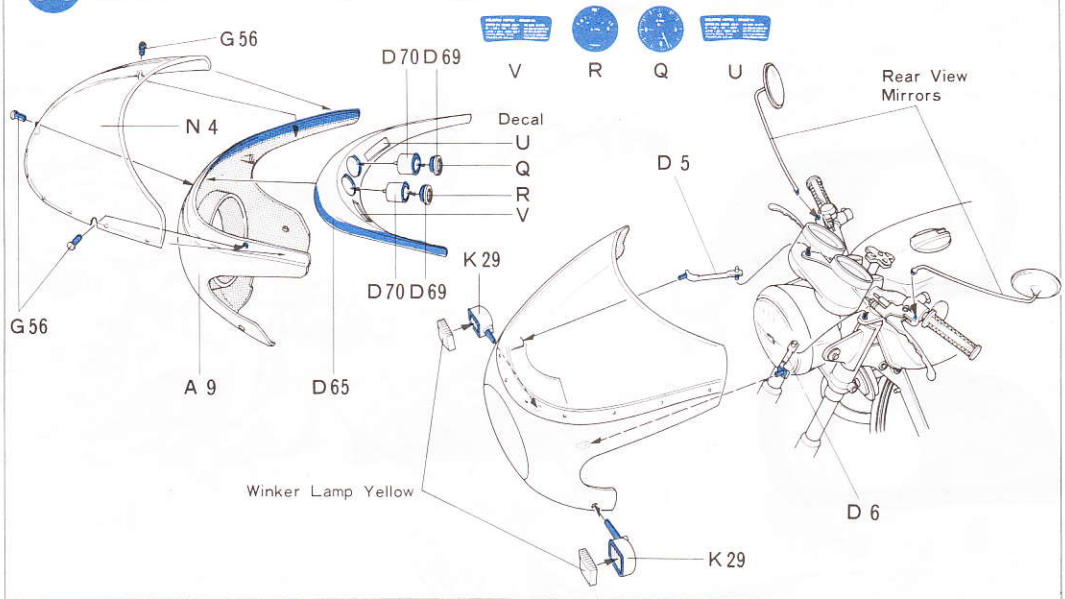
〈Finish of Painting〉
After the paint has dried well, polish with great care the whole body with a small amount of rubbing compound or wax. This will give your model a really high gloss.

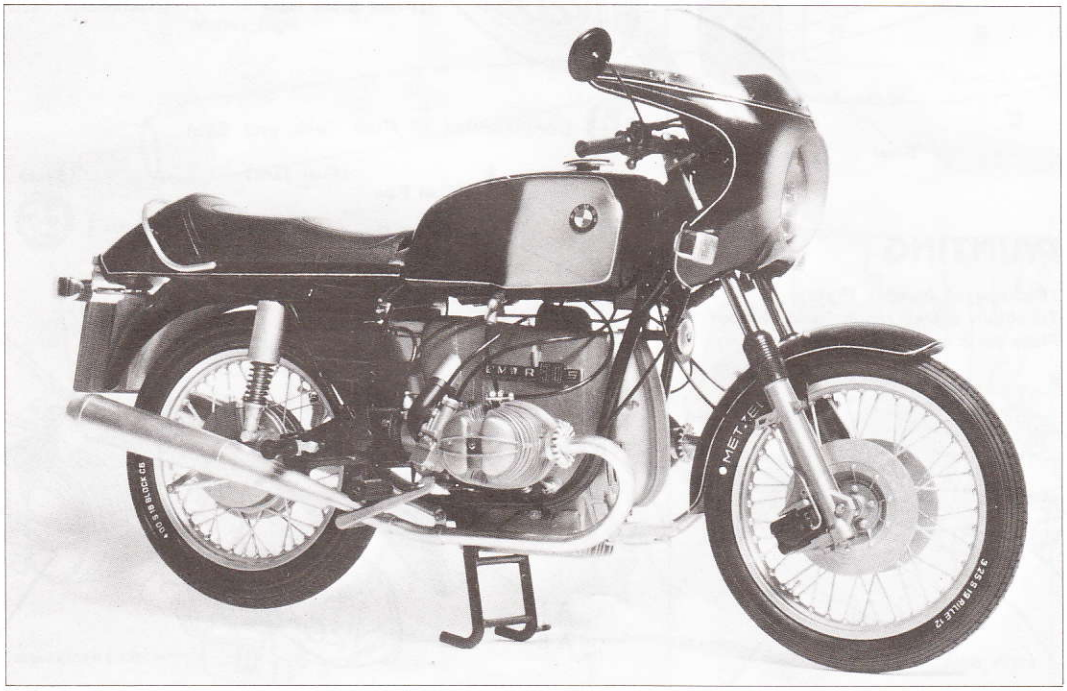


35 Fixing of Fuel Tank and Seat



36 Construction and Fixing of Cowling





TAMIYA
TAMIYA, INC.
3-7, ONDAWARA, SHIZUOKA-CITY, JAPAN

PAINTING APPLYING DECALS

《Painting of BMW R90S》

The fuel tank, fenders, seat back(A1) and cowling of the R90S have a clear coat of brown on a silver ground and offer metallic luster. The clear coat on them are gradated. For the gradation, see the assembly and part drawings.

《Before painting》

Remove all dust, dirt, and adhesive smears before attempting any painting. Remember painting does not generally hide bad workmanship. 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.

Seven basic colours are recommended for painting your R90S model.

★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 number plate.

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

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

★Gloss Red
Glossy red. Apply to the base of BMW R90S mark.

★Matt Black
Flat black. Apply to the parts on handlebar.

★Gloss Green
Paint letters of Japanese number plate with this colour.

Apply to fuel tank. Symbol of the BMW.

Symbol of R90S.

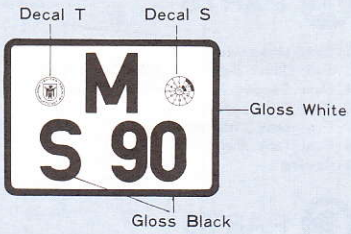
Tachometer and speedometer.

Voltmeter and ammeter.

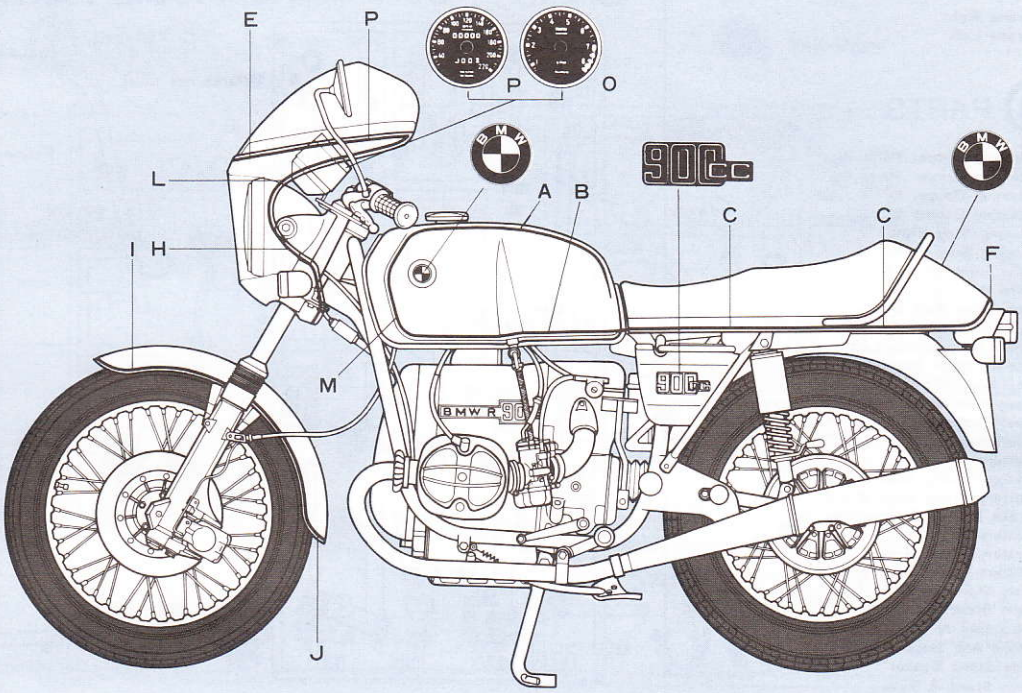
Stickers of West German insurance.

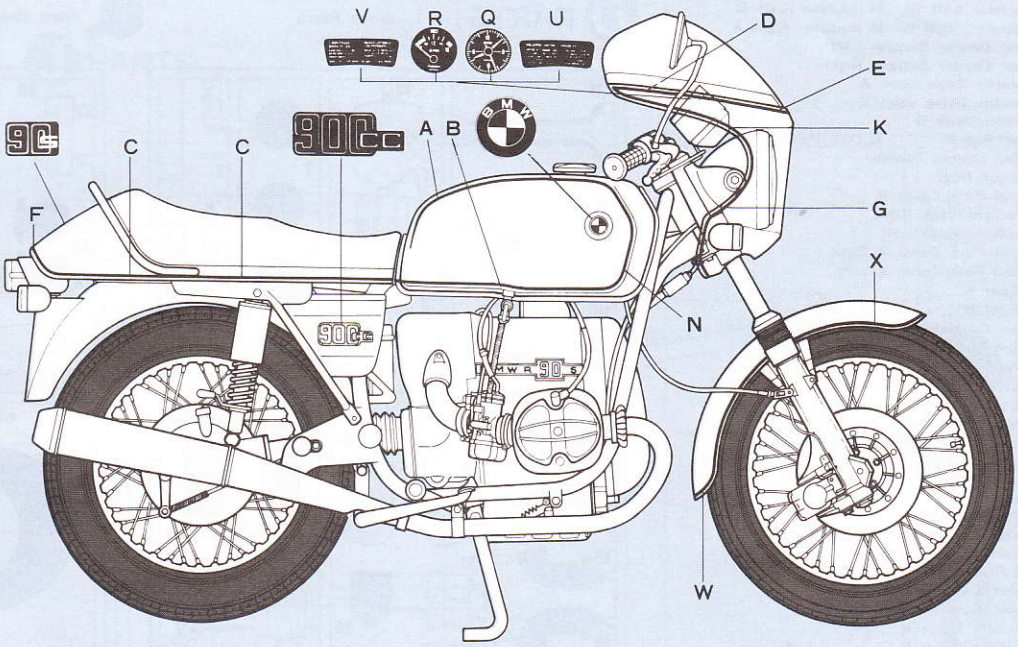
《Painting of Number Plate》

West German number plate.



Japanese numper plate





PARTS

A PARTS

1. Seat Underside
2. Side Cover Right
3. Side Cover Left
4. Rear Fender
5. Front Fender
6. Fuel Tank Left
7. Fuel Tank Underside
8. Fuel Tank Right
9. Cowling

C PARTS

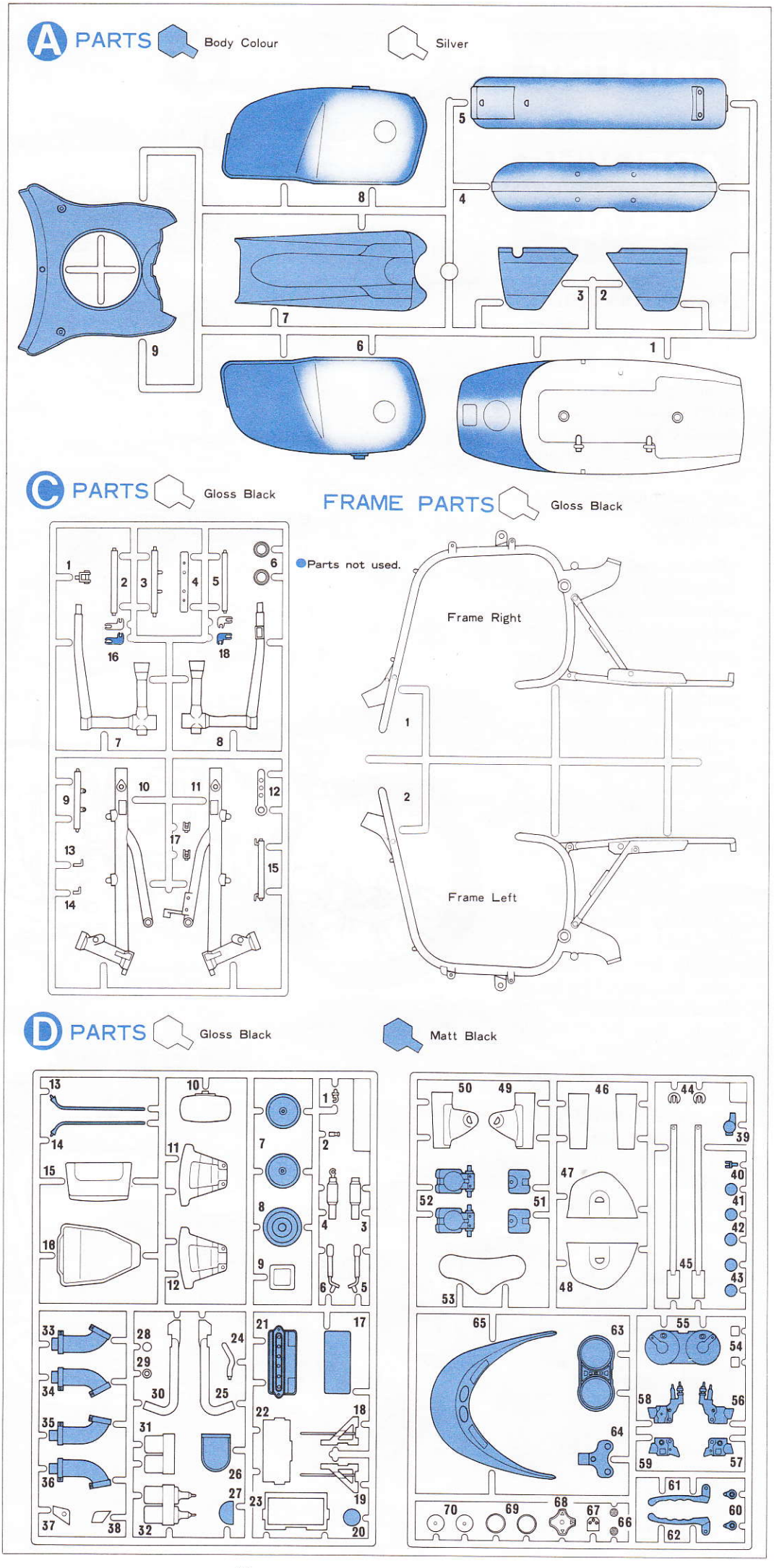
1. Rear Fork Part A
2. Frame B
3. Frame C
4. Number Plate Bracket
5. Main Stand A
6. Stem Complete Part
7. Rear Fork Lower
8. Rear Fork Upper
9. Frame D
10. Frame A Left
11. Frame A Right
12. Wrench
13. Frame Part A
14. Frame Part B
15. Main Stand B
16. Seat Hinge A
17. Seat Hinge C
18. Seat Hinge B

FRAME PARTS

1. Frame Right
2. Frame Left

D PARTS

1. Steering Damper Parts A
2. Steering Damper Parts C
3. Steering Damper C
4. Steering Damper B
5. Cowling Stay Right
6. Cowling Stay Left
7. Rear View Mirror A
8. Horn B
9. Rear Fork Part B
10. Taillight Bracket
11. Front Fender Stay Left
12. Front Fender Stay Right
13. Rear View Mirror Stay Right
14. Rear View Mirror Stay Left
15. Rear Tool Case
16. Tool Case
17. Battery A
18. Battery Fixing Base B Right
19. Battery Fixing Base B Left
20. Brake Master Cylinder Cap
21. Battery B
22. Battery Fixing Base C
23. Battery Fixing Base A
24. Main Stand D
25. Main Stand A Left
26. Air Intake A
27. Air Intake B
28. Brake Arm Stopper
29. Side Stand Washer
30. Main Stand A Right
31. Ignition Coil B
32. Ignition Coil A
33. Insulator Left A
34. Insulator Left B
35. Insulator Right B
36. Insulator Right A
37. Rear Damper Stopper Left
38. Rear Damper Stopper Right
39. Throttle Cable Joint A
40. Throttle Cable Joint B
41. Electric Bulb B
42. Disc Pad A
43. Disc Pad B
44. Front Damper Stopper
45. Damper Rod
46. Front Fork Cover B
47. Headlight Case Right
48. Headlight Case Left
49. Front Fork Cover A Right
50. Front Fork Cover A Left
51. Caliper A
52. Caliper B
53. Stem Complete
54. Front Winker Base Stopper
55. Meter Case B
56. Clutch Lever Parts A
57. Clutch Lever Parts B
58. Brake Lever Parts A
59. Brake Lever Parts B
60. Starter Button
61. Lever Right
62. Lever Left
63. Meter Case A
64. Meter Case Stay
65. Cowling Parts
66. Oil Pipe Joint
67. Meter Case Parts
68. Front Fork Stopper
69. Auxiliary Meter A
70. Auxiliary Meter B



PARTS

F PARTS

1. Crank Case A
2. Crank Case B
3. Crank Case C
4. Crank Case D
5. Crank Case E
6. Clutch Arm Stopper
7. Clutch Arm
8. (Not used)
9. Cylinder Right Upper
10. Cylinder Left Lower
11. Cylinder Left Upper
12. Cylinder Right Lower
13. Rocker Cover
14. Crank Case F
15. Crank Case G
16. Crank Case H
17. Crank Case J
18. Oil Sump
19. Kick Starter Part A
20. Kick Starter Part B

G PARTS

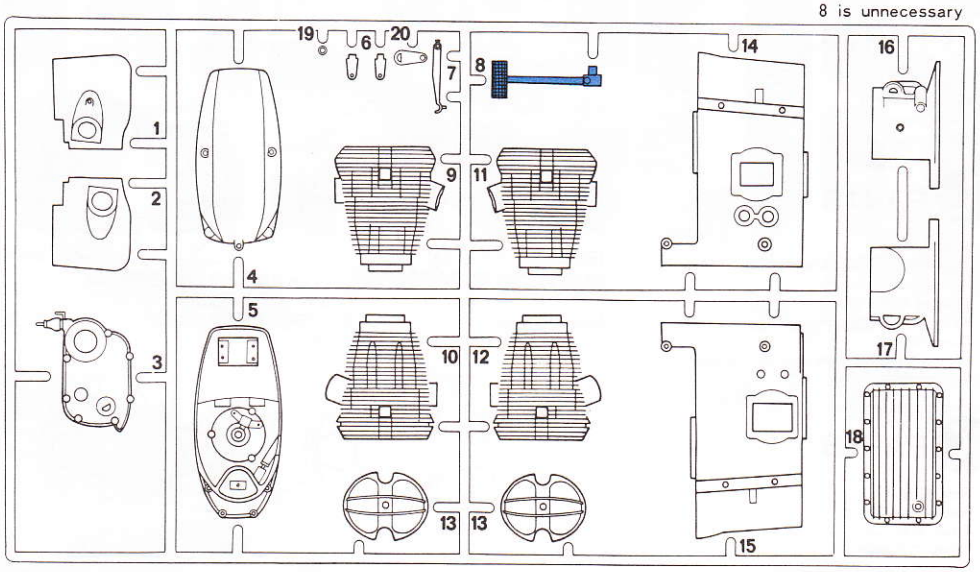
1. Carburettor F
2. Carburettor C
3. Carburettor G
4. Carburettor D
5. Master Cylinder A
6. Master Cylinder B
7. Master Cylinder C
8. Master Cylinder D
9. Fuel Cock A
10. Regulator
11. Rear Brake Arm B
12. Rear Brake Arm A
13. Kick Starter Arm
14. Rear Brake Drum A
15. Rear Brake Drum B
16. Bevel gear case
17. Front Hub A
18. Front Hub B
19. Brake Pipe Left
20. Brake Pipe Right
21. Winker Relay
22. Brake Crank Arm
23. Side Stand
24. Crank Case Parts Left
25. Crank Case Parts Right
26. Carburettor A Right
27. Carburettor A Left
28. Carburettor B Right
29. Carburettor B Left
30. Front Hub C
31. Fuel Cock B
32. Rear Brake Drum D
33. Brake Arm
34. Air Pump B
35. Rear Brake Drum C
36. Air Pump A
37. Air Pump C
38. Brake Pedal
39. Choke Lever B
40. Step Arm Right
41. Step Arm Left
42. Oil Level Gauge
43. Choke Lever A
44. Oil Pipe Stopper A Right
45. Oil Pipe Stopper A Left
46. Oil Pipe Stopper B Left
47. Oil Pipe Stopper B Right
48. Cable Joint
49. Fuel Pipe Joint
50. Front Fork Right A
51. Front Fork Left A
52. Front Fork Right B
53. Front Fork Left B
54. Engine Stopper A
55. Engine Stopper B
56. Windshield Stopper Pin

J PARTS

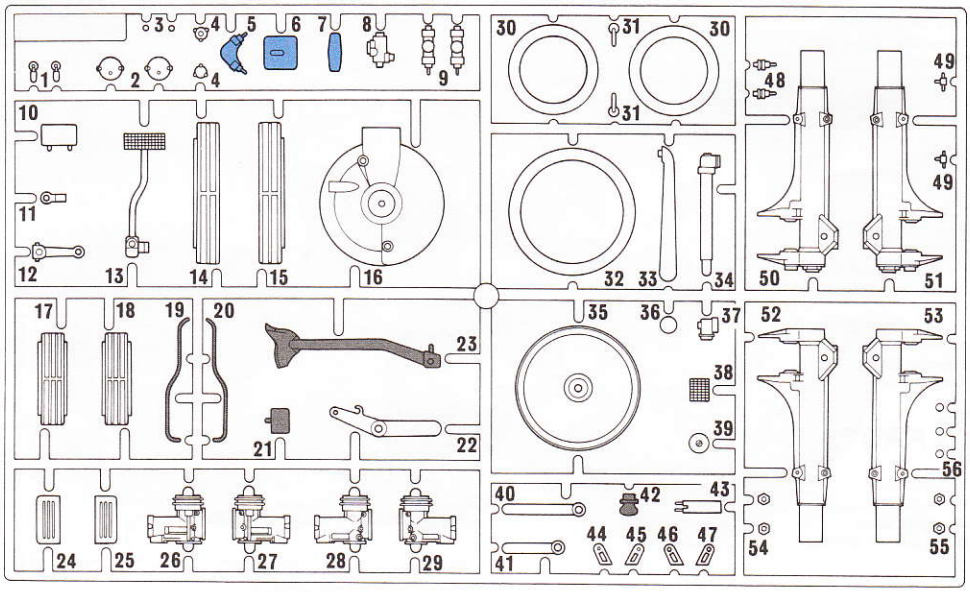
1. Headlight Stopper
2. Push Rod Left
3. Push Rod Right
4. (Not used)
5. Fuel Filler Cap
6. (Not used)
7. (Not used)
8. Muffler Left B
9. Muffler Right A
10. Muffler Left A
11. Muffler Right B

F PARTS Metallic Grey

8 is unnecessary

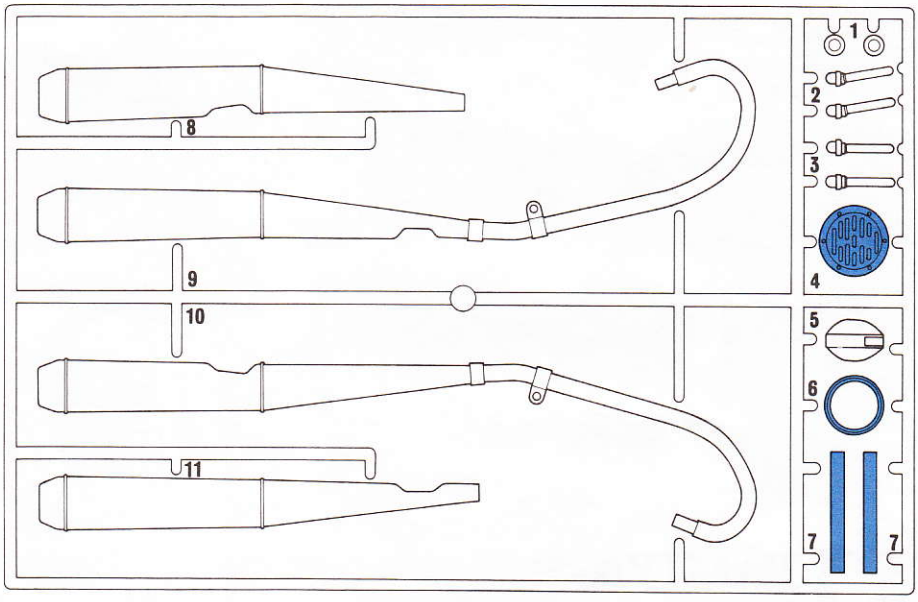


G PARTS Metallic Grey Silver Matt Black



J PARTS

4, 6, and 7 are unnecessary



PARTS

H PARTS

1. Front Wheel A
2. Front Wheel B
3. Rear Wheel A
4. Rear Wheel B

L PARTS

1. Seat Upside
2. Tachometer Cable Joint
3. Rear Fork Cover
4. Change Pedal Rubber
5. Rear Step Rubber
6. Step Rubber
7. Damper Boots
8. Grip Rubber

K PARTS

1. Side Grip
2. Rear Step Right
3. Rear Step Left
4. Exhaust Flange
5. Front Fender Fixing Bolt
6. Choke Lever C
7. Number Plate (W. German)
8. Oil Cap
9. Fork Top Bridge
10. Disc
11. Number Plate (Japanese)
12. Headlight Reflector
13. Emblem
14. Rear Brake Rod
15. Rear View Mirror B
16. Rear Damper A
17. Rear Damper C
18. Rear Damper D
19. Rear Damper B
20. Change Pedal
21. Exhaust Parts
22. Taillight Base
23. Carburettor E
24. Plug Cap
25. Handle Pipe
26. Rear Damper E Left
27. Rear Damper E Right
28. Assist Grip
29. Front Winker Base
30. Rear Winker Base
31. Rear Suspension Cover
32. Horn A
33. Rocker Cover Fixing Bolt
34. Accelerator Lever Bolt
35. Steering Damper A
36. Rear Damper Stopper

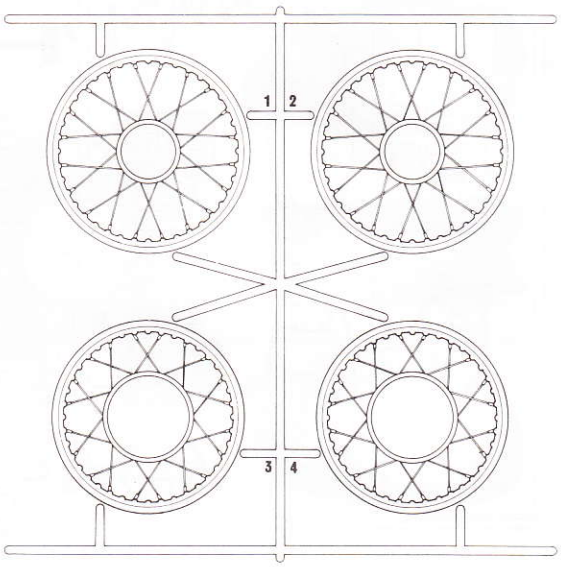
N PARTS

1. Electric Bulb
2. Meter Glass
3. Headlight Lens
4. Windshield of Cowling

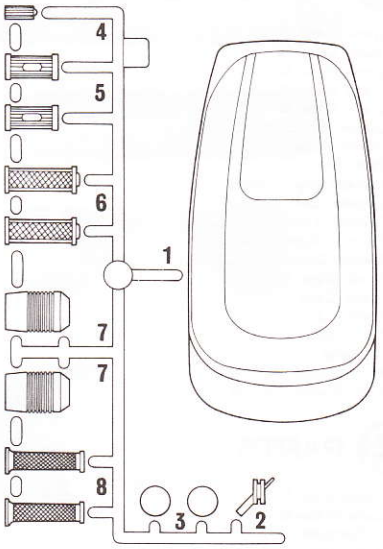
M PARTS

1. Brass Pipe Short
2. Brass Pipe Long
3. Coil Spring Large
4. 2φ Shaft Short
5. 2φ Shaft Medium
6. 2φ Shaft Long
7. Coil Spring Small
8. Stretching Spring Long
9. Stretching Spring Short
10. Universal Boots
11. 2φ Screw
12. 2φ Nut

H PARTS



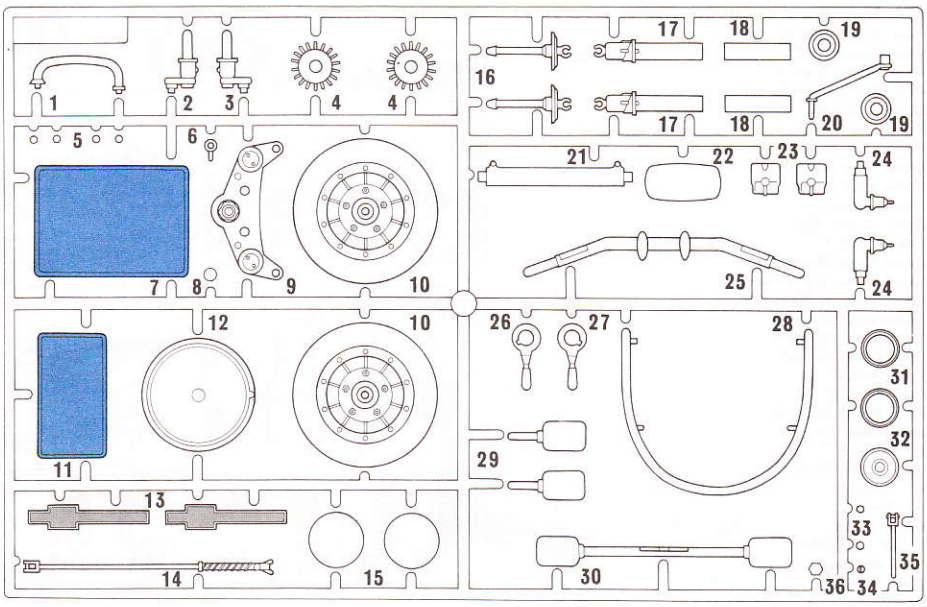
L PARTS



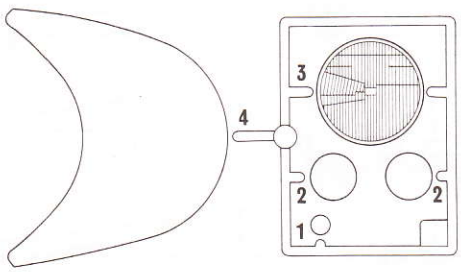
K PARTS

Matt Black
Letters inside : Gloss Red

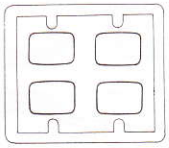
Gloss White



N PARTS

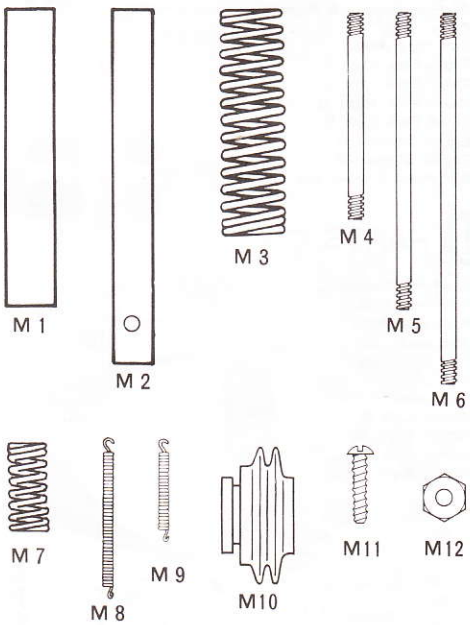


Winker Lens



Tail Lens

M PARTS



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