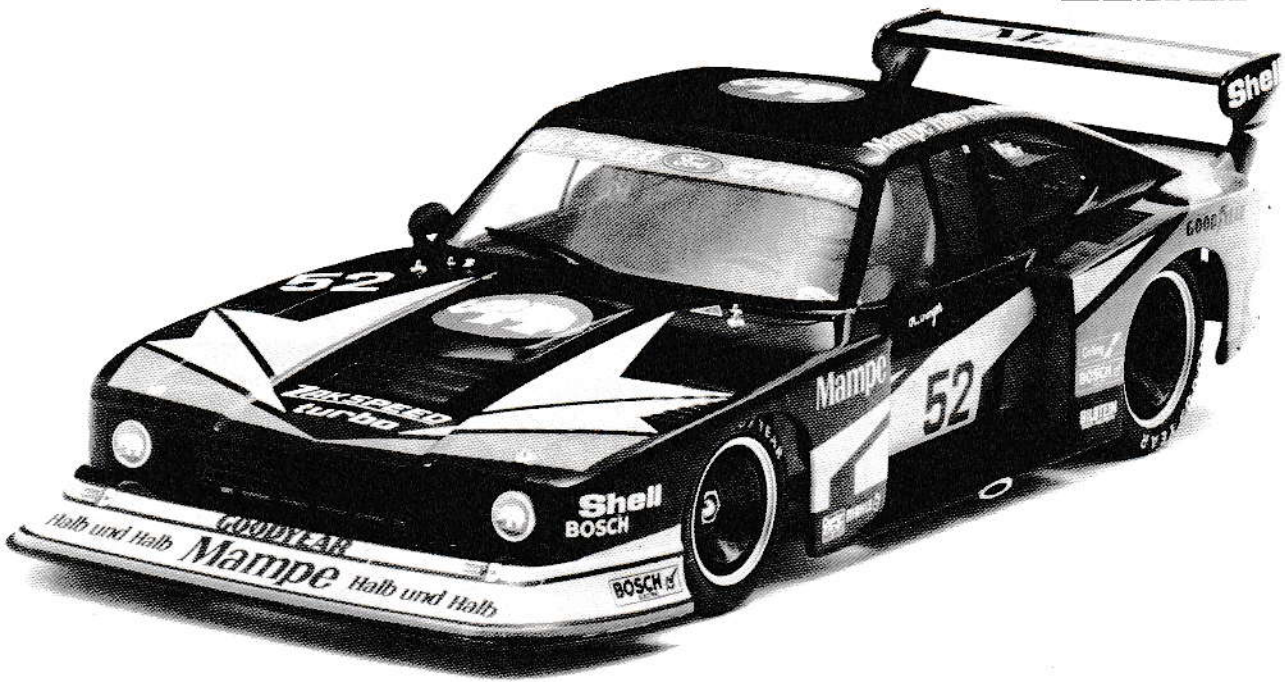


FORD ZAKSPEED CAPRI TURBO



Wherever cars are manufactured or widely used the populace may enjoy the spectacle of some form of motor racing. There are all kinds of car races, generally held in accordance with the rules of the FIA (Federation Internationale de l'Automobile). But there are also races peculiar to a particular country such as the Fuji Grand Champion Race in Japan held for single or two-seater racing sports cars with engine capacity not exceeding 2000 cc; the Can-Am series held in the United States and Canada; and the German Domestic Championship Race. The German race is run by Group 5 cars which are similar to the cars racing for the World Manufacturers' Championship Race, the highest level of car racing after F-1.

The Group 5 racing cars, often called Silhouette Formulas, are remodelled versions of cars on the market. Like the World Manufacturers' Championship Race, the German Domestic Championship Race, which commenced in 1976, is competed for by Group 5 cars. The over 2,000 cc engine class has been dominated by the Porsche 935 Turbo and the under 2,000 cc class by the BMW 320 Turbo. It was the Ford Zakspeed Capri Turbo that in 1978 began to challenge the BMW in the under 2,000 cc class.

The Capri Turbo made its debut in a Group 5 race in the German Domestic Championship series held as a supporting event to the 1978 German Grand Prix. Having extremely low and wide body style and bright colouring of red and yellow on a black background suggestive of lightning, the Capri Turbo ran with Hans Heyer at the wheel. Although it retired in the race, it displayed its high performance in the preliminary heats by recording the best time in its class. The Capri Turbo was constructed by Zakspeed, a tuning shop in West Germany. Zakspeed, owned by Erich Zakowski who started his racing activity in 1968, are famous for competing in touring car races including the ETCC, European Touring Car Championship. The Capri Turbo owes its speed to the experience and technique obtained through racing Escorts. The engine is a straight 4-cylinder DOHC Ford BDA, similar to that mounted on the Escort. The same engine was used in Formula Two

in 1972 and 1973. The chassis is changed into a space frame made completely of light alloy. The body is made of FRP except for the roof. As a result, the car weighs only 760 kg. The wide, low and dynamic body style constituting a characteristic feature of the car, has been adopted after extensive wind tunnel tests. The Zakspeed Capri Turbo with its high-power engine, light chassis and aerodynamically excellent body always ran very well after its debut, and won its first victory in a race held in Nurburgring in October 1978. It took the first and second places in the first race of the 1979 German Domestic Championship held in February. This powerful Capri Equipped with the Turbo utilises the same basic V6 engine block available on all road-going Capris. In the not too distant future it is confidently expected that this Zakspeed Capri will offer severe competition to the so far invincible Porsches in the World Manufacturers Championship Races.

* * *

Mit dem neuentwickelten Turbomotor in einem neukonzipierten Capri schlägt Ford Köln ein neues Kapitel seiner 10 jährigen Motorsport-Geschichte auf.

Im Kopf von Teamchef Erich Zakowski entstand der Turbo-Capri bereits zum Ende der letztjährigen Motorsport-Saison.

Das etwa 800 Kilogramm schwere Auto, dessen 1,4 l Motor durch Verwendung eines Abgas-Turboladers eine Leistung von rund 380 PS bringt, wurde in Niederzissen, in der Nähe des Nürburgringes gebaut. Rund 70 Meter Aluminiumrohr sind kunstvoll zu einem Sicherheitskäfig zusammengesweisst. Ausser optimalen Schutz für den Pilot Hans Heyer, gibt dieser Alu-Käfig unter Verwendung von Kunststoffteilen, dem radikal abgemagerten Capri auch die notwendige Versteifung.

Der Turbo Capri ist sowohl vom Motor als auch vom Chassis her ein völlig neues Auto, das mit seinem erfolgreichem Vorgänger, dem Escort nur noch das in Schwarz, Gelb und Rot gehaltene Design des Zakspeed Sponsors - Mampe - gemeinsam hat. Für den weissen Elefanten, das Wappentier des traditionsreichen Berliner Spirituosenherstellers, blickt ebenso wie für Erich Zakowski mit dem

Turbo Capri eine neue Aera an: Beide steigen zum ersten Male in ihrer gleichermassen erl Igreichen Geschichte auf den Capri um. Da es unmöglich ist, auf ein paar Seiten alle die Änderungen, Verbesserungen und Neuentwicklungen zu beschreiben, halten wir es für besser, ausführliche, technische Details aufzuzeigen :

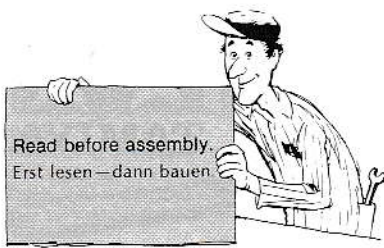
FORD ZAKSPEED TURBO CAPRI

Technische Daten :

Fahrzeugbezeichnung Ford Capri Gruppe 5
 Hersteller und Type Ford - Capri 1300
 Motor Ford
 Zylinderanzahl und Anordnung 4 - in Reihe
 Hubraum (nach Sportgesetz) 1427 cc (1997,8 cc)
 Bohrung und Hub 80 x 71 mm
 Leistung bei Drehzahl 312 kW (420 PS) bei
 9000/min.

Drehmoment bei Drehzahl 30 Nm bei 7600/min.
 Gemischzubereitung Bosch Einspritzung
 Zündanlage und Type Bosch HKZ
 Art der Schmierung Trockensumpf
 Benzin und Öl Shell
 Getriebe-Hersteller Getrag - 5 Gang
 Kupplung Borg und Beck
 Sperrdifferential ZF - Sperrwirkung 90%
 Lenkung Zahnstange
 Fahrverkaufhängung Mc Pherson
 dto. vorne Federbeine, verstellbare Dreieckslenker
 dto. hinten Starrachse, Schraubenfedern, 4 Länslenker,
 Wattgelenke

Bremsen vorne / hinten Scheiben belüftet
 Bremsen-Hersteller Girling
 Stossdämpfer-Hersteller Bilstein
 Felgenreisweite vorne / hinten 11" / 13"
 Felgen-Hersteller BBS
 Reifenformat vorne 10.0 - 225 - 16
 Reifenformat hinten 12.5 - 235 - 19
 Reifen-Hersteller Goodyear
 Leergewicht ca 780 Kilo
 Radstand 2563 mm
 Spur vorne / hinten 1690 mm / 1660 mm
 Länge 5060 mm
 Breite 2000 mm
 Höhe 1150 mm
 Höchstgeschwindigkeit 280 km / h



Read before assembly.
Erst lesen - dann bauen.

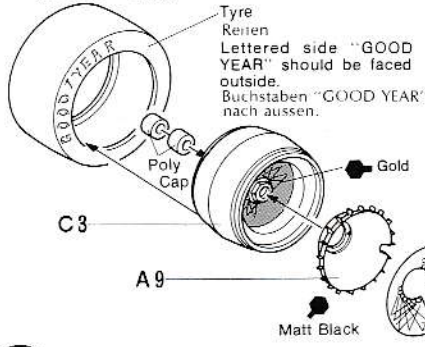
- ★ Study the instructions before commencing assembly.
- ★ This kit needs two UM3(AA) dry cells.
- ★ You will need a sharp knife, a screwdriver, a file and a pair of pliers.
- ★ Use cement sparingly. Use only enough to make a good bond.
- Before cementing plated parts, remove the plating with a knife, etc. from the surface to which cement is applied.
- This mark shows the colour.

- ★ Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.
- ★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken, Teile vor Kleben zusammenhalten, auf genauen Sitz achten, Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.
- ★ Abziehbilder vorsichtig von der Unterlage im Wasser abschneiden auf richtigen Sitz achten und gut trocken lassen.
- ★ Zwei U3 Batterien werden benötigt.
- Zeichen für Bemalung

1 Wheels Räder

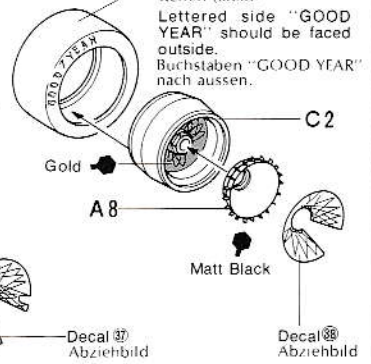
◀ Rear Wheel ▶ Make 2 sets
◀ Hinterrad ▶ 2 Satz

● Letters: white Buchstaben



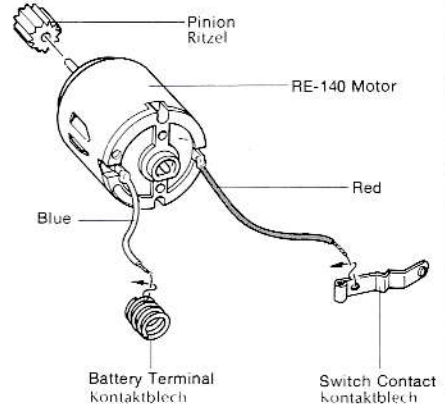
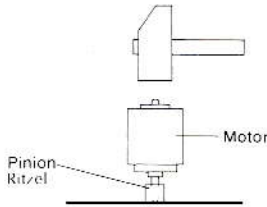
◀ Front Wheel ▶ Make 2 sets
◀ Vorderrad ▶ 2 Satz

Tyre (small) Reiten (klein)
Lettered side "GOOD YEAR" should be faced outside.
Buchstaben "GOOD YEAR" nach aussen.

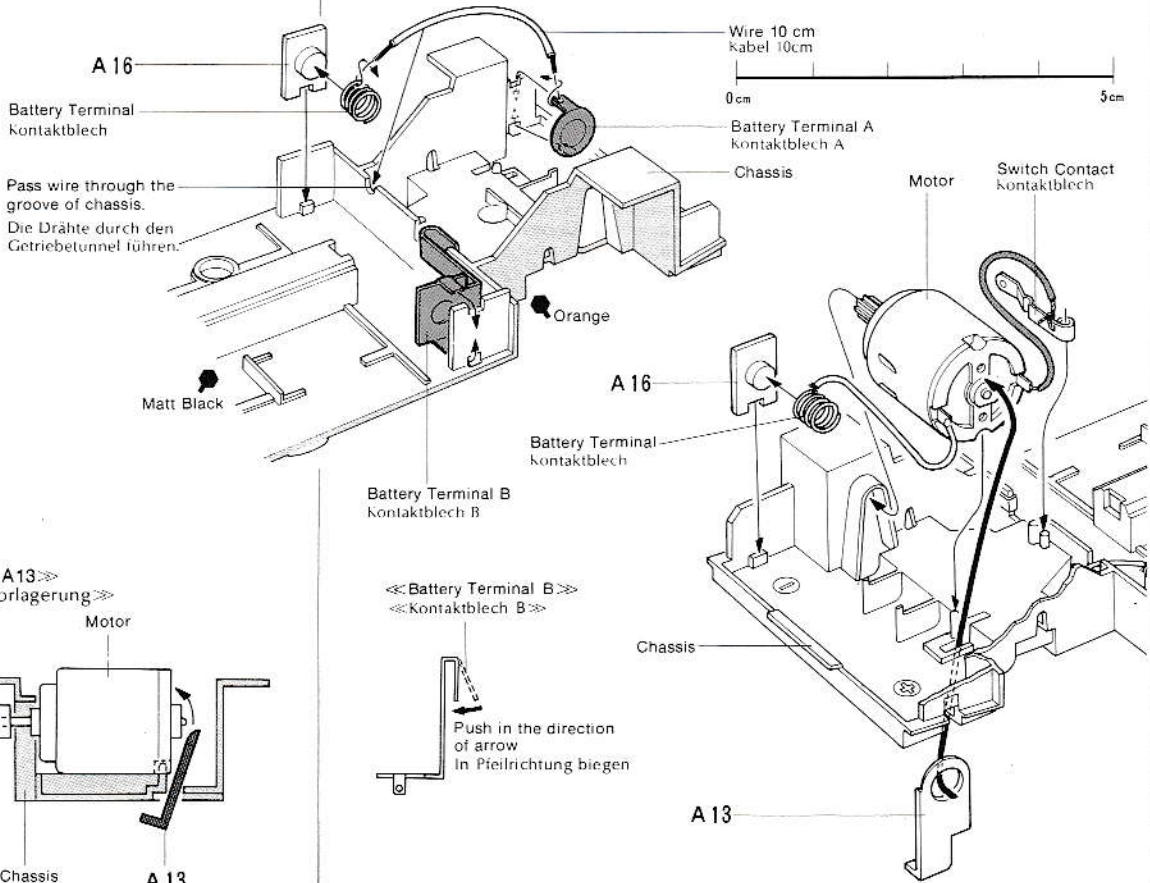


2 Pinion Gear Ritzel

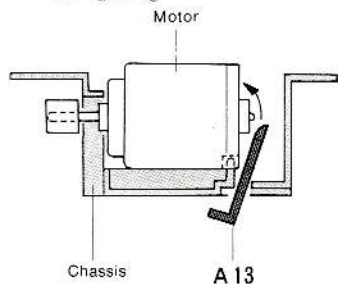
Drive pinion gear into motor shaft.
Motorachse vorsichtig auf Ritzel klopfen.



3 Fixing of Motor Einbau des Motors



◀ Part A13 ▶
◀ Motorlagerung ▶



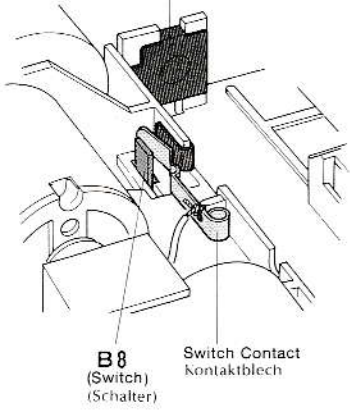
◀ Battery Terminal B ▶
◀ Kontaktblech B ▶



4 Rear Axle
Hiterrachse

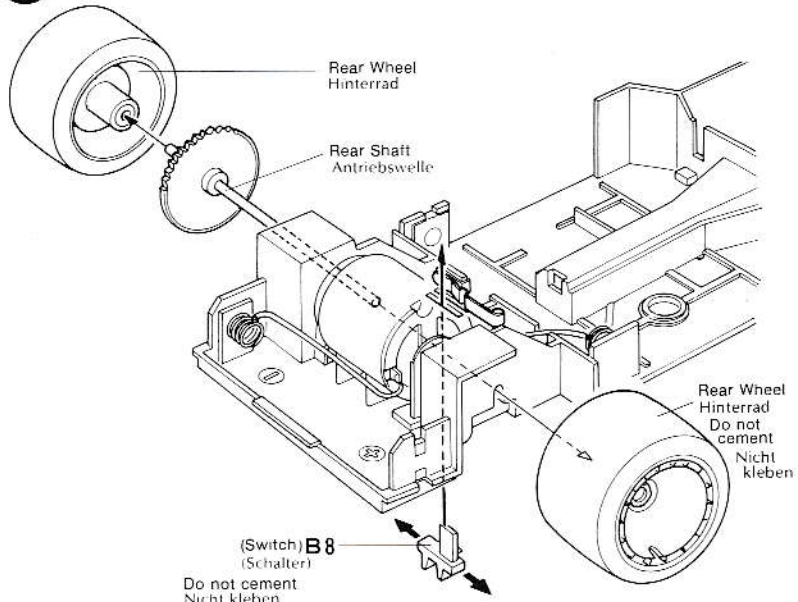
Fixing of Switch Contact
Kontaktblech B

Battery Terminal B
Batteriekontakt B

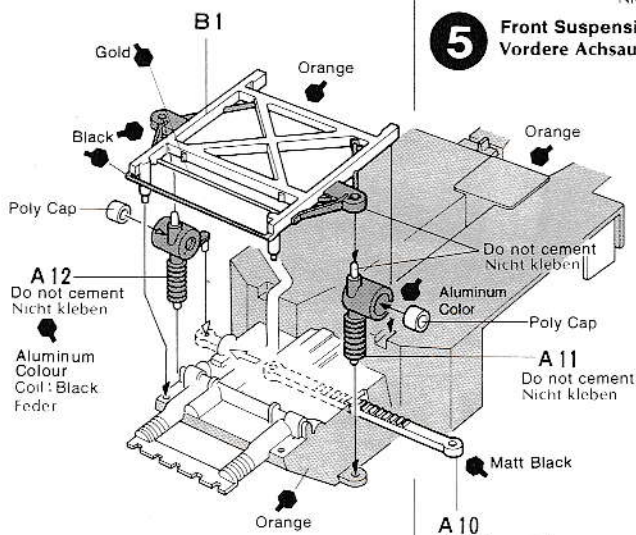


B8 (Switch) (Schalter)
Switch Contact Kontaktblech

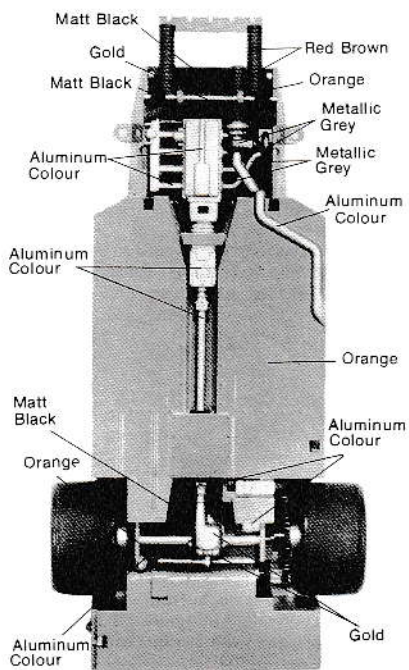
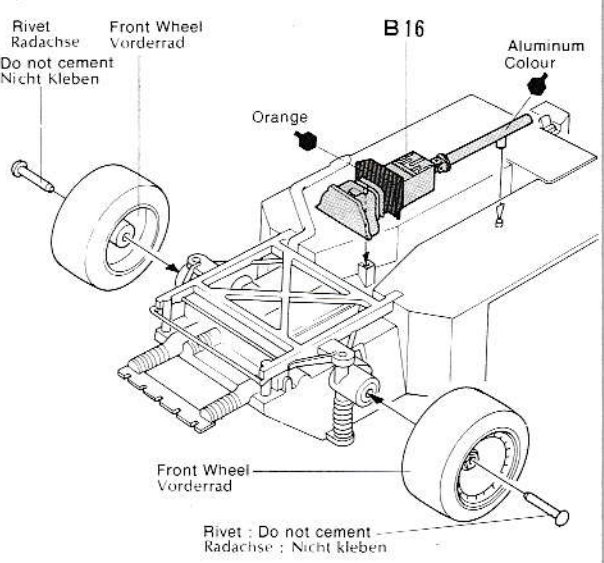
4 Rear Axle
Hinterrachse



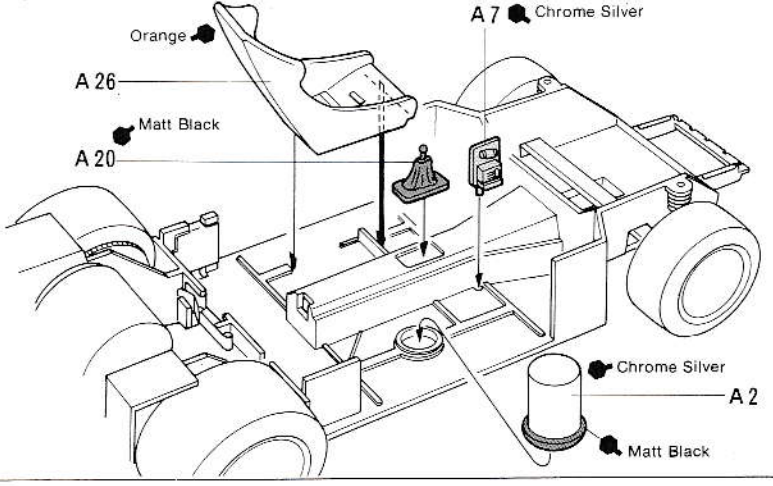
5 Front Suspension
Vordere Achsaufhängung



5 Front Suspension
Vordere Achsaufhängung



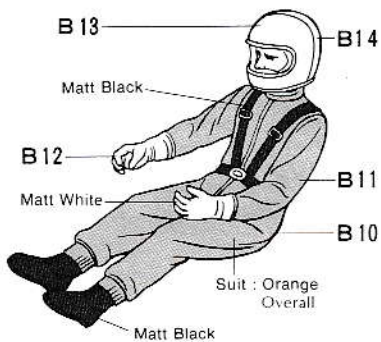
6 Seat
Sitz



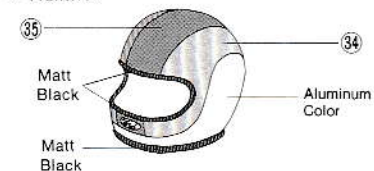
8 << Fixing of Roll Bar >> << Einbau des Überrollbügels >>

Fit the driver's arms holding the steering wheel.

Arme des Fahrers entsprechen dem Lenkrad einbauen.

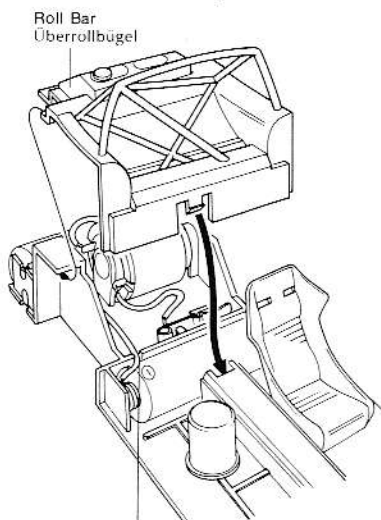


<< Helmet >>
<< Helm >>



<< Roll Bar >>
Before fixing roll bar to chassis, collect wires neatly.

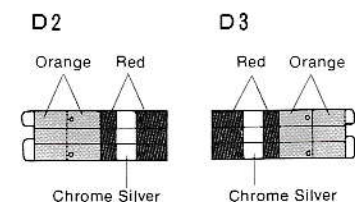
<< Überrollbügel >>
Vor Einsetzen des Bügels auf das Chassis, die Drähte sauber einlegen.



Pass wire through the groove of chassis.
Die Drähte durch den Getriebetunnel führen.

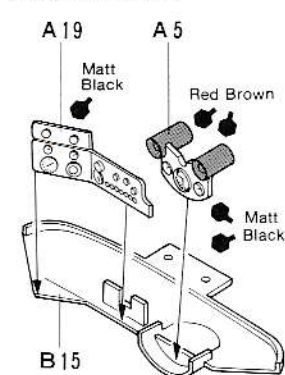
9 << Window >> << Fensterscheiben >>

<< Taillight >>
<< Schlussleuchten >>

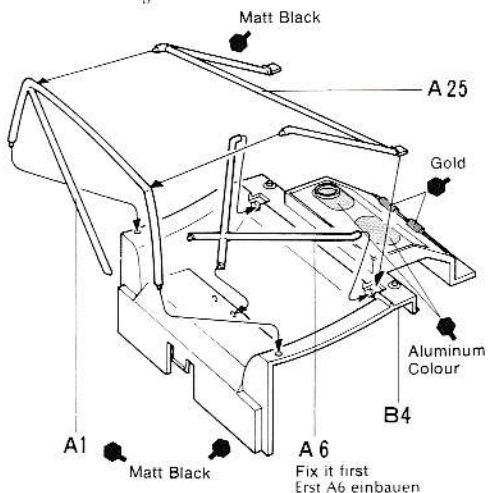


7 Roll Bar Überrollbügel

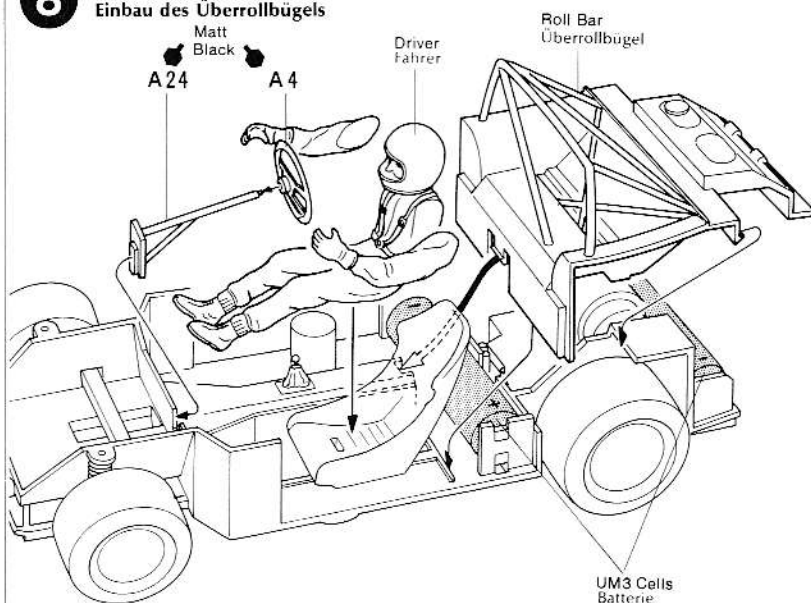
<< Instrument Panel >>
<< Instrumentenbrett >>



<< Roll Bar >>
<< Überrollbügel >>

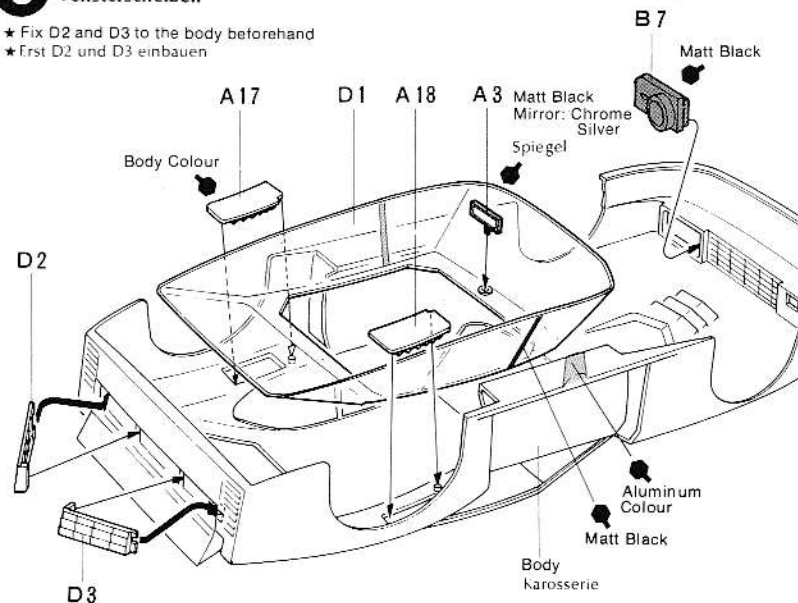


8 Fixing of Roll Bar Einbau des Überrollbügels



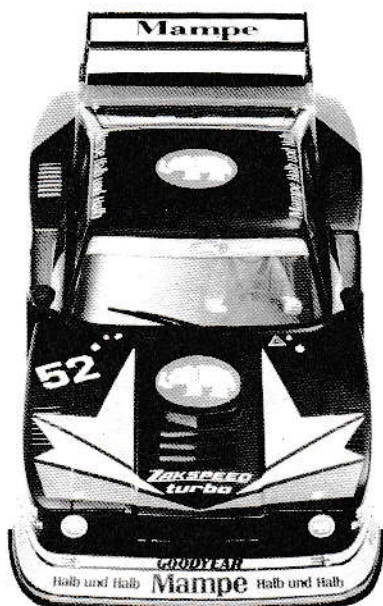
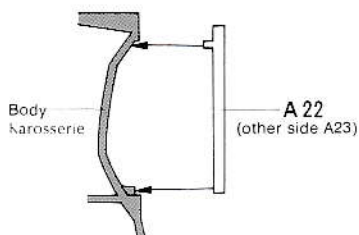
9 Window Fensterscheiben

★ Fix D2 and D3 to the body beforehand
★ Erst D2 und D3 einbauen

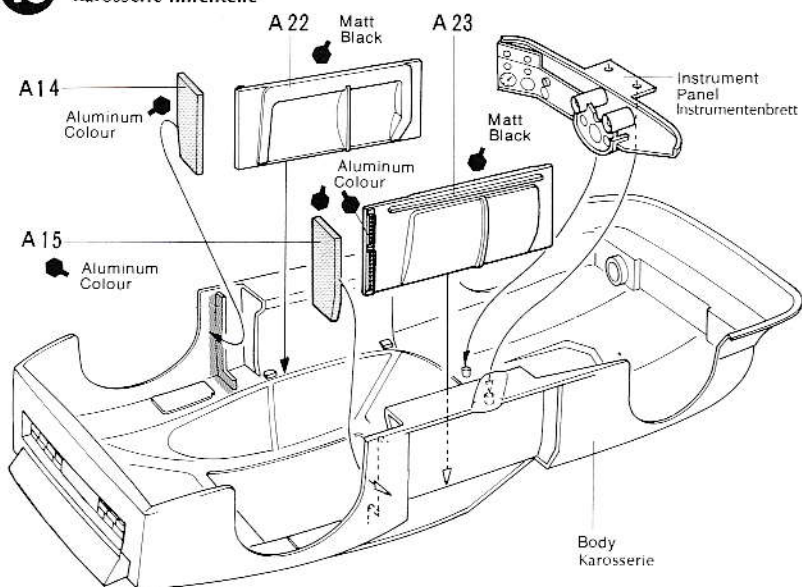


10 << Body Inside >>
<< Karosserie Innenteil >>

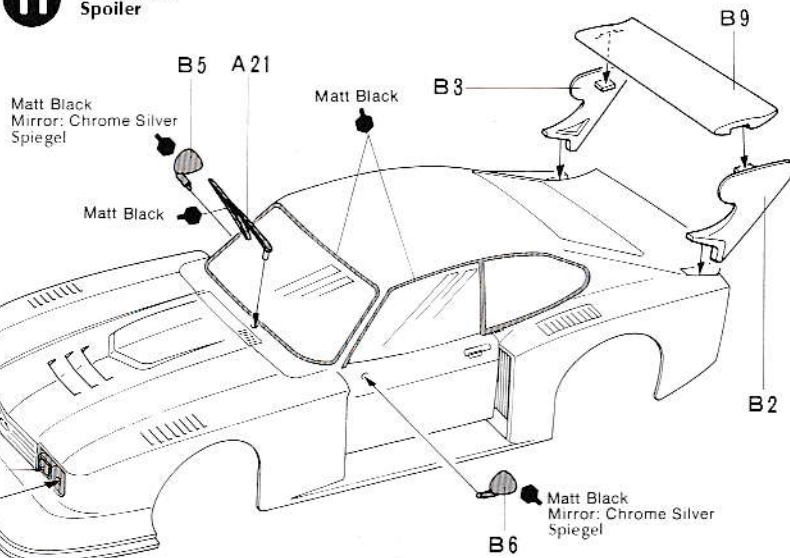
<< Fixing of A22, 23 >>
<< Einbau der A22, 23 >>



10 Body Inside
Karosserie Innenteile



11 Rear Wing Spoiler



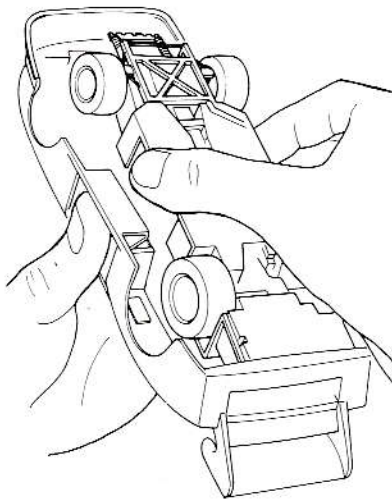
C1

Remove the plating from the surface to which cement is to be applied.
Chromschicht an klebstellen entfernen.

Matt Black

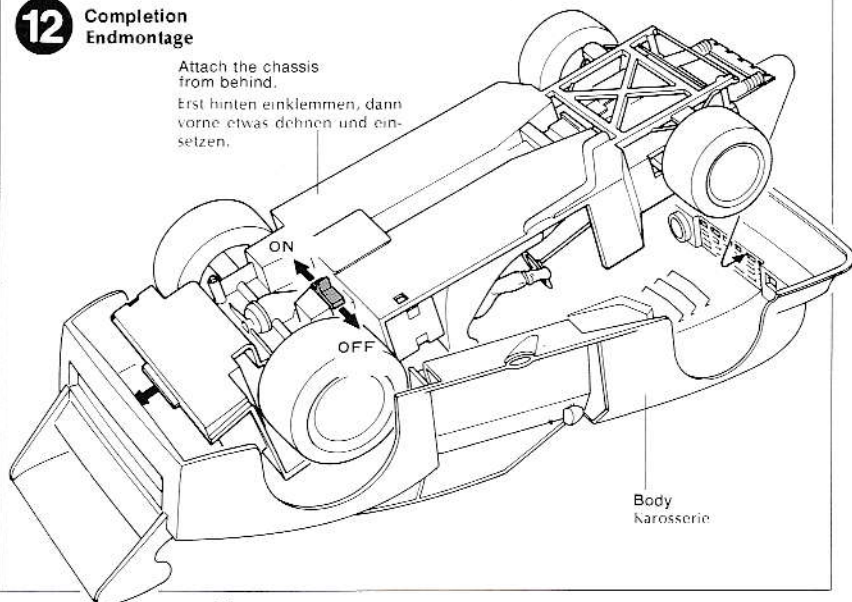
C1

12 << Completion >>
<< Endmontage >>



12 Completion
Endmontage

Attach the chassis from behind.
Erst hinten einklemmen, dann vorne etwas dehnen und einsetzen.



PAINTING

Painting of the Zakspeed Capri Turbo

The Zakspeed Capri Turbo as raced in the German Domestic Championship Race, has Zakspeed's team colours of red and yellow on black. The elephant mark painted on the bonnet is a trademark of the main sponsor, Mampe, a West German manufacturer of alcoholic drinks. For painting of small parts, see assembly drawings. Apply decals with reference to the illustrations at right.

Bemalung Ford Zakspeed Capri Turbo

Der Zakspeed Capri in den deutschen Meisterschaftsrennen hat die Teamfarben von Zakspeed: rot und gelb auf schwarzem Grund. Auf der Motorhaube ist das Markenzeichen der Likörfabrik Mampe, ein Elefant. Kleine Teile können wie in der Anleitung angegeben bemalt werden. Abziehbilder siehe Bilder rechts. Wird Klarlack aufgesprüht, dann dies vor Anbringung der Abziehbilder machen, sonst werden die Bilder zerstört oder fleckig.

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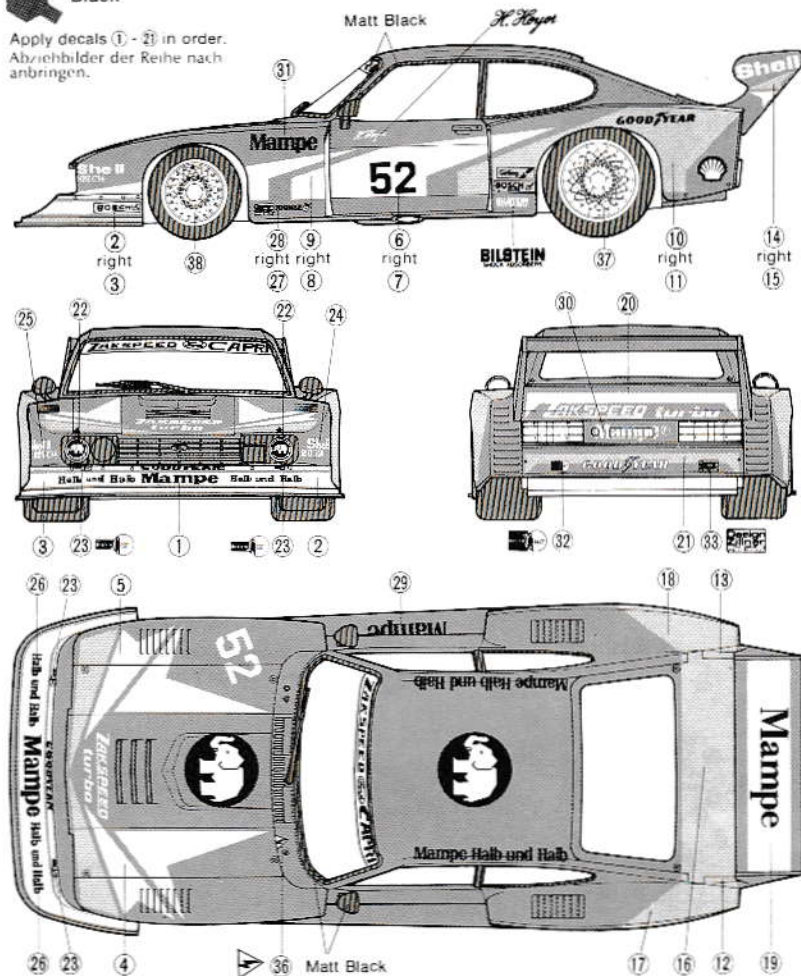
1/6 HARLEY-DAVIDSON FLH CLASSIC



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

Black

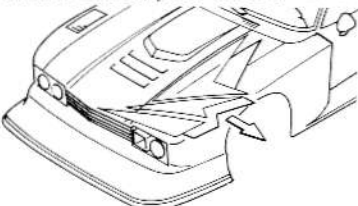
Apply decals ① - ⑫ in order.
Abziehbilder der Reihe nach anbringen.



APPLYING DECALS

Applying Decals

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



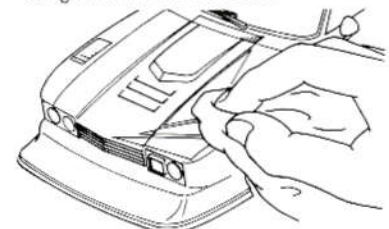
with a steamed towel so that the warmed, wet decal will fit the surface well. Cut off the excess transparent portion around a decal before applying. When

so done, you can expect a sharp finish with the decal precisely in its specified place.



Abziehbilder

- 1 Bild erst genau ausschneiden.
- 2 In Wasser legen, wenn Bild abhebt, auf trockenen Stoff legen.
- 3 1-2 Minuten später, Papier an Ecken halten und Bild abschleppen auf Modell.
- 4 Etwas Wasser auf Finger und Bild auf genauen Platz schieben.



5 Mit Stoff Luftblasen herausdrücken, überflüssiges Wasser aufsaugen. Wenn Fläche uneben oder gebogen ist, Bild mit nassem heissem Tuch aufdrücken.