

HONDA CB900F2

BOLD'OR



* This kit was designed with the full cooperation of Honda Motor Co., Ltd.
 * Dieser Kit wurde in Zusammenarbeit mit der Honda Motor Co., Ltd. entworfen.
 1/12 MOTORCYCLE SERIES



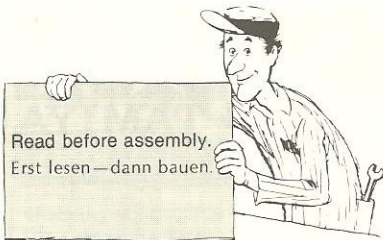
Honda, the number one motorcycle manufacturer in the world, was the first Japanese Company to appear in World Grand Prix Motorcycle Racing, making their debut at the Isle of Man T.T. race in 1959. Utilizing these races as a "Running Laboratory" Honda has infused every new technique and all of their "know how" into these racing machines every year since 1960, and their struggle for supremacy began to bear fruit in 1961 on a small scale and in 1966 they took every title from 50cc on up to 500cc and the makers trophy as well. In 1967, Honda suddenly suspended all Grand Prix activity, but by then the name Honda was well known throughout the world. In 1975 they started racing again but were looking at the long distance and endurance events this time. Endurance racing is normally conducted with production bikes, modified for this grueling challenge. Honda developed the RCB which was patterned after the CB750F but it was so much modified that the end result looked little like the prototype. The RCB was powered by a 4 cylinder DOHC 994cc engine with 4 valves per cylinder and produced 100hp. During the famous Bold'or 24 hour race, Honda's RCB captured the trophy three years running and had virtually no competition at all. During the 70's Honda released the water cooled flat four "Gold Wing" and the 6 cylinder DOHC CBX, and in 78 the CB900F was unveiled which inherited all of the RCB features, and after its release in Europe shortly became the "The Bike to Own". With an aircooled 4 cylinder, 16 valve 901cc engine, and

equipped with the double cradle type frame and FQV damper rear suspension, this bike became extremely popular among enthusiasts all over the world. The Honda CB900F2 came on the scene in 1981 with the large full cowling and was nicknamed "Bold'or" to commemorate the famous 24 hour race. In Japan where the 900cc engine is not allowed, a 750cc version with full cowling and colouring of the RCB has also gained great popularity. It goes without saying that Honda will continue to come up with new designs and ideas to keep their number one position in the world of motorcycles.

* * *

Honda, der Welt grösster Motorradhersteller, sah man erstmals beim Rennen auf der Insel Man im Jahre 1959 und seit dieser Zeit fordert Honda jedes Jahr die Weltmeisterschaft heraus. Da Honda die Rennen als "fahrendes Laboratorium" betrachtet, hat er jedes Know how und auch die Technik in die Rennmaschinen umgesetzt. Diese Mühe und Arbeit zeigte seine Früchte seit 1961 und bereits 1966 konnte Honda jeden Titel der Hersteller Trophäe in allen Klassen, von 50cc bis 500cc, erkämpfen. Aber seit 1967 stellte Honda jede Aktivität im Grand Prix Rennen ein, trotzdem ist der Name Honda jedem Motorradfahrer auf der ganzen Welt ein Begriff. 1975 sah man Honda plötzlich wieder im Rennen, besonders im Langstreckenrennen. Dieses Rennen wird auf verbesserten Produktionsmaschinen gefahren und um da Sieger zu werden, entwickelte Honda die RCB. Auf der Basis der Honda CB750F bleibend, wurde soviel verbessert, dass die

Maschine ein vollkommen neues Aussehen hatte. Die RCB wird angetrieben von einem 4 Zylinder DOHC 994cc Motor mit vier Ventilen pro Zylinder, bringt 100 PS, und zeigt unheimliche Kraft auf den Rennstrecken. In dem berühmten Rennen von Bold'or über 24 Stunden, konnte die RCB über 3 Jahre den Sieg erringen und hatte keinen Konkurrenten zu befürchten. 1969 brachte Honda die CB750, produzierte grosse Maschinen, die dann auch von den anderen Herstellern nachgebaut wurden. Zu dieser Zeit brachte Honda die Gold Wing mit 4 Zylindermotor, und die CBX mit 6 Zylinder DOHC heraus. 1978 kam die CB900F, die bereits nach der RCB gebaut wurde. Die 900F erschien in Europa 1979, war luftgekühlt hatte 4 Zylinder, 16 Ventile, 901cc, hatte den doppelten Gabel-Rahmen und die FQV Hinterradaufhängung, sowie die Comstar Felgen. Die ganze Karosserie zeigt die Stromlinienform über Tank, Seitenabdeckung bis zum Heck. Die niedrig gezogene Lenkstange und die hinten angebrachten Fussraster erlauben eine ideale Sitzposition. Ohne viel Worte ist diese Maschine in der ganzen Welt die Kopie der grossen Rennmaschine RCB. Natürlich wurde die CB900F Jahr für Jahr verbessert und 1981 wurde die CB900F2 mit voller Sportverkleidung vorgestellt, der Motor bringt 95 PS und fährt 200 Km/Stde. Die 900F2 ist eine Hochleistungsmaschine, welche Wert ist, den Namen Bold'or zu tragen. In Japan wurde die 750cc Version der Bold'or in begrenzter Stückzahl hergestellt, in der gleichen Farbe und Verkleidung und fand grösste Beliebtheit.



Read before assembly.
Erst lesen — dann bauen.

★ Study the instructions and photographs before commencing assembly.

★ You will need a sharp knife, a screwdriver, a file and a pair of pliers.

★ Do not break parts away from sprue, but cut off carefully with a pair of pliers.

★ Use cement sparingly. Use only enough to make a good bond.

★ Apply cement to both parts to be joined.

■ This mark denotes paint colour, and the colour names and numbers are for Tamiya Acrylic Paints. Page 8 has detailed painting instructions; however, some parts should be painted prior to model's completion, and these are called out during an assembly.

★ Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.

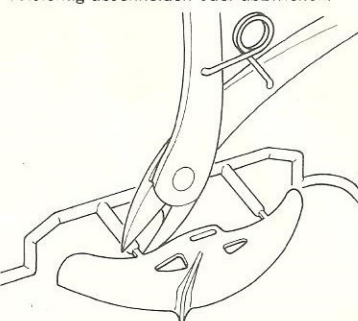
★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.

★ Abziehbilder vorsichtig von der Unterlage im Wasser abschieben, auf richtigen Sitz achten und gut trocknen lassen.

■ Dieses Zeichen zeigt die Farbe und Farbnummer der Tamiya Acryl-Farben.

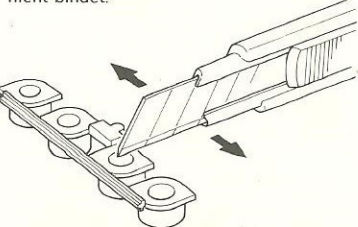
Do not break parts away from sprue, but remove them carefully with a cutting tool.

Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken.



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

Chrometeile: Vor dem Kleben muss den Klebestellen die Chromschicht abgeschabt werden, da sonst Klebstoff nicht bindet.



1 Assembly of Engine Parts Motorteile

«Cylinder»
«Zylinder»

Thin Vinyl Tubing 1.5 cm
Dünnere Vinylschlauch: 1.5cm

D1
Semi gloss Black (X-18)

D2
Thin Vinyl tubing 5 cm
Dünnere Vinylschlauch: 5 cm

Chrome Silver (X-11)

A11

A19
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

Thin Vinyl Tubing 2 cm
Dünnere Vinylschlauch: 2 cm

«Carburettor»
«Vergaser»

D1
Semi Gloss Black (X-18)

A16
Flat Aluminum (XF-16)

D5
Semi Gloss Black (X-18)

A7
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

C1

A15
Flat Aluminum (XF-16)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

E2
Semi Gloss Black (X-18)

D4
Semi Gloss Black (X-18)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

Flat Black (XF-1)

«Crankcase»
«Kurbelgehäuse»

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A4

A12
Flat Aluminum (XF-16)

A7
Flat Aluminum (XF-16)

A8
Flat Aluminum (XF-16)

A18
Flat Aluminum (XF-16)

A17

A16
Flat Aluminum (XF-16)

Thick Vinyl Tubing 5 cm
Dicker Vinylschlauch: 5 cm

B2

B4

2 Completion of Engine Motorenbau

Carburettor
Vergaser

Cylinder
Zylinder

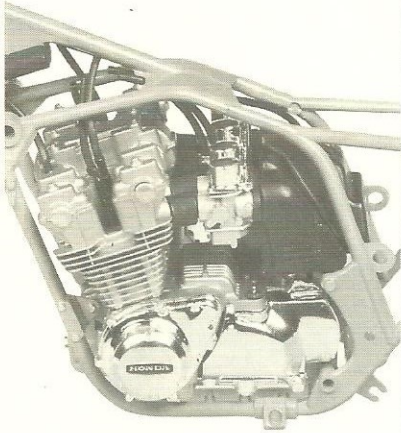
Thin Vinyl Tubing 9.5 cm
Dünnere Vinylschlauch: 9.5 cm

Crankcase
Kurbelgehäuse

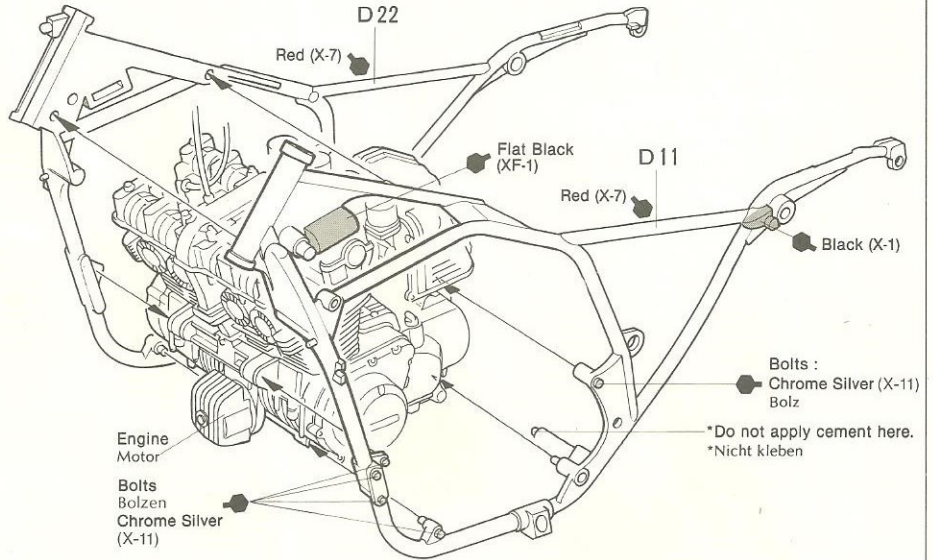
B6

B3

3 «Attached Engine»
«Eingebauter Motor»



3 Engine Attachment
Einbau Motor in Rahmen

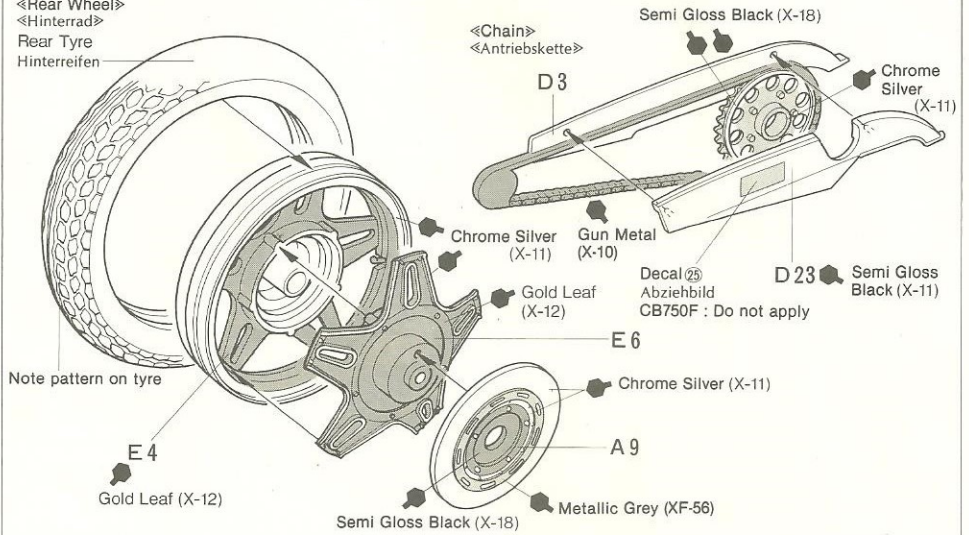


4 «Assembled Rear Wheel»
«Komplettes Hinterrad»

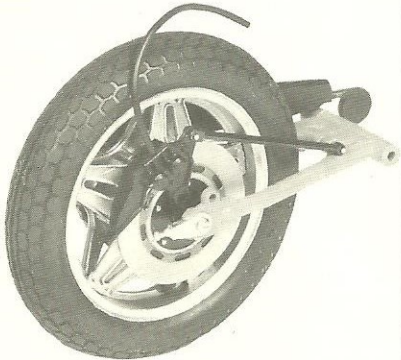


4 Assembly of Rear Wheel
Hinterrad Montage

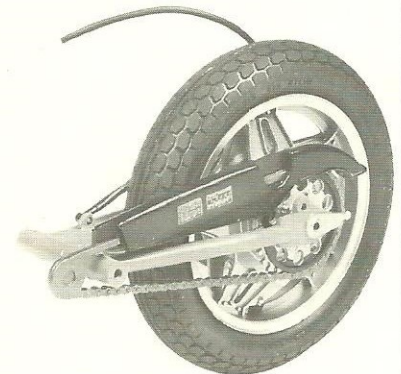
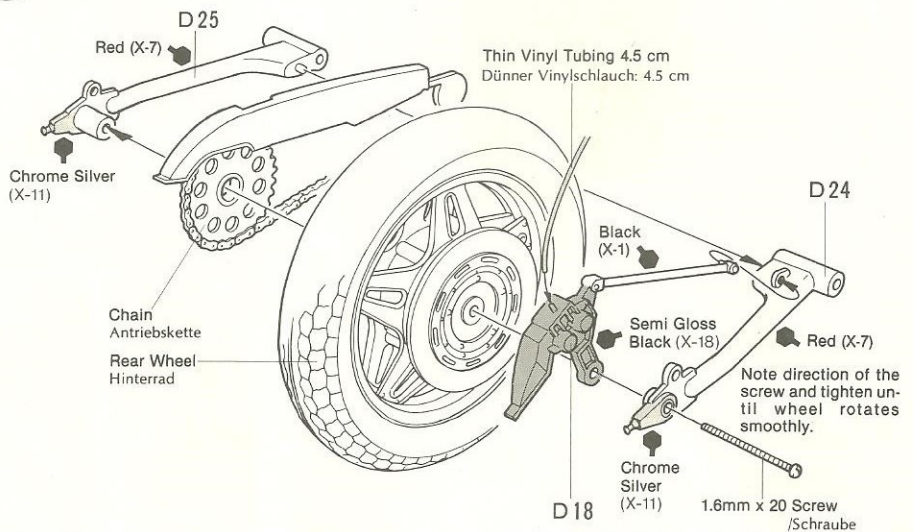
«Rear Wheel»
«Hinterrad»
Rear Tyre
Hinterreifen



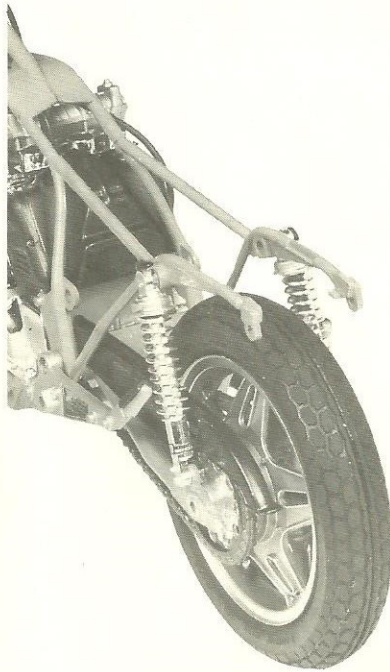
5 «Assembled Swing Arm»
«Komplette Radgabel»



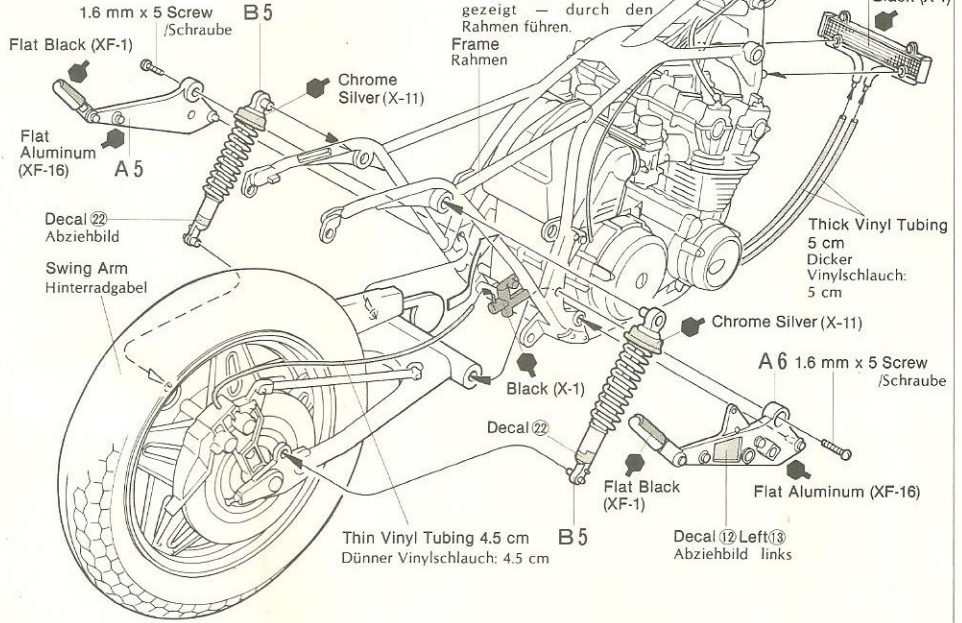
5 Assembly of Swing Arm
Radgabel Montage



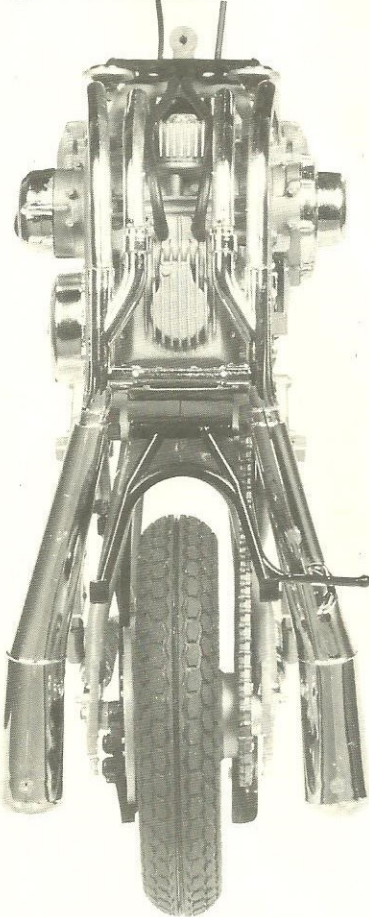
6 «Attached Swing Arm»
«Eingebautes Hinterrad»



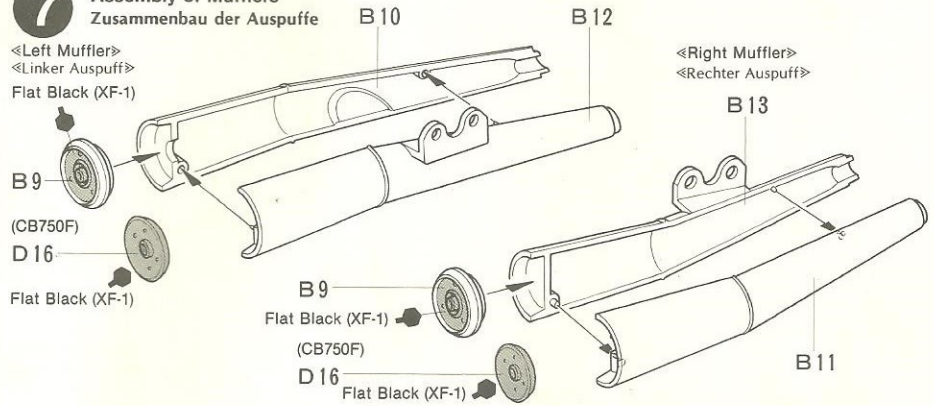
6 Attaching Swing Arm
Einbau der Hinterradgabel



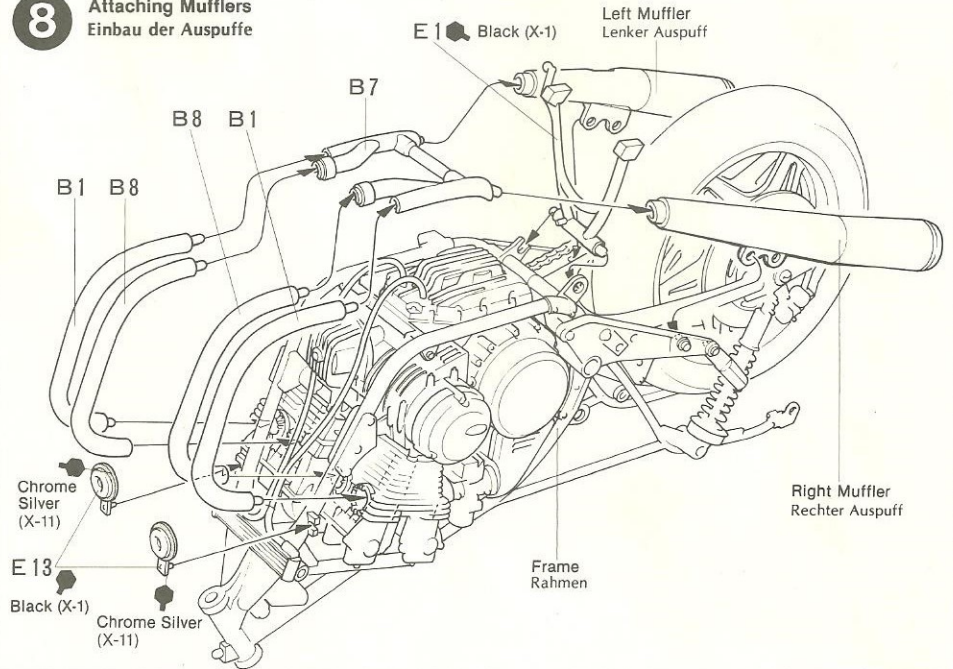
8 «Attached Mufflers»
«Ansicht von unten»



7 Assembly of Mufflers
Zusammenbau der Auspuffe

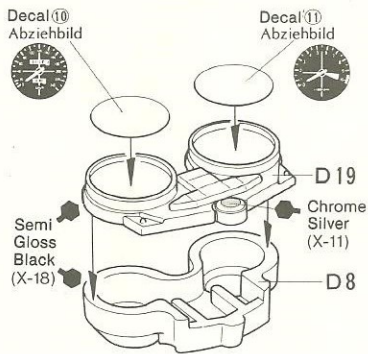


8 Attaching Mufflers
Einbau der Auspuffe

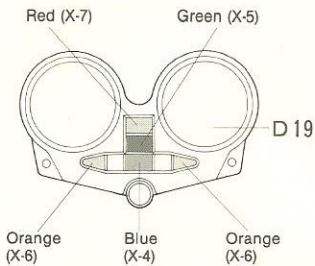


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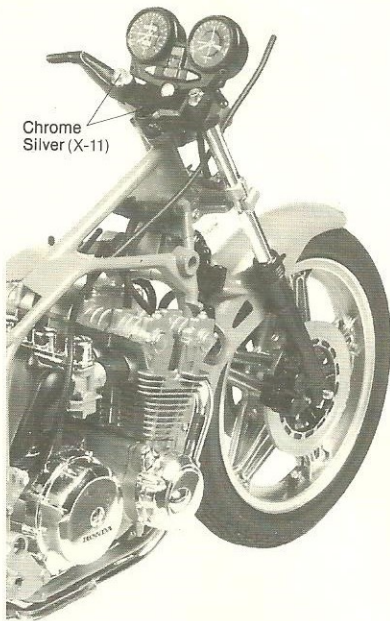
9 <<Assembly of Meter Panel>>
<<Markierung der Tachometers>>



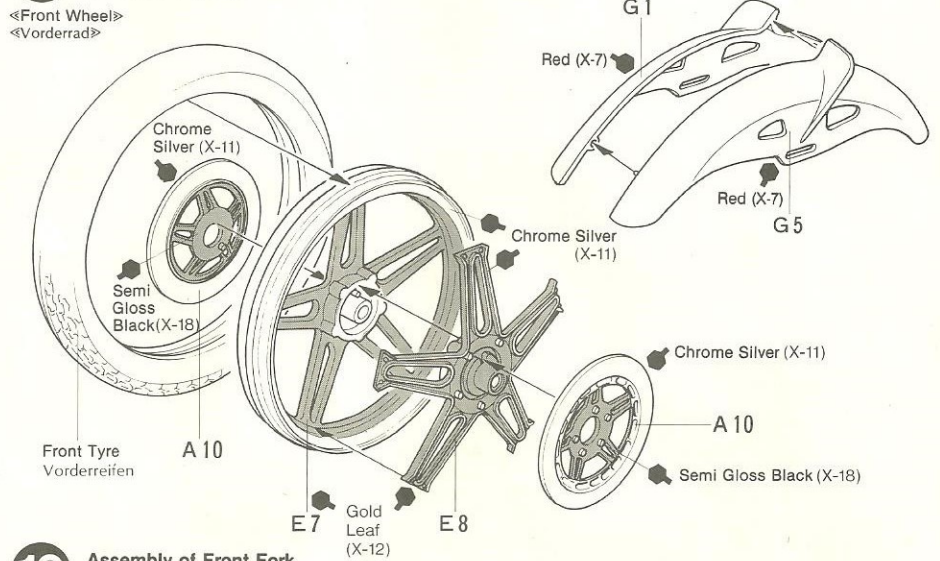
<<Painting of Meter Panel>>
<<Bemalung der Tachometers>>



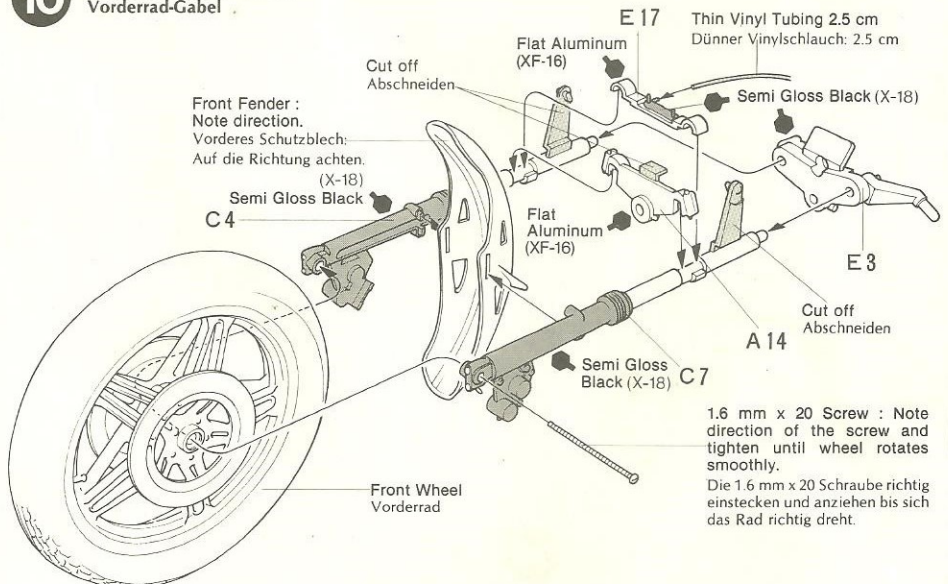
11 <<Completed Front Fork>>
<<Eingebaute Vorderrad-Gabel>>



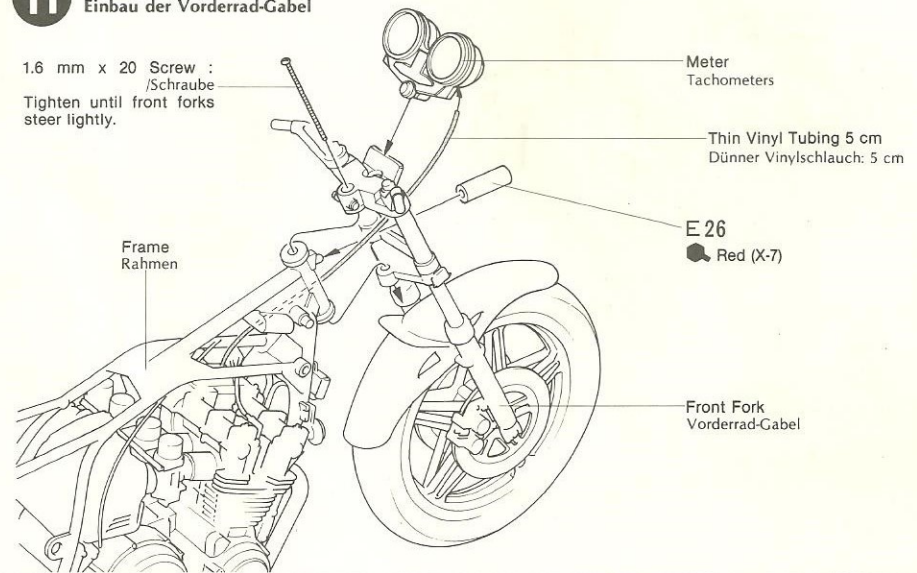
9 Assembly of Front Wheel
Vorderrad Montage



10 Assembly of Front Fork
Vorderrad-Gabel



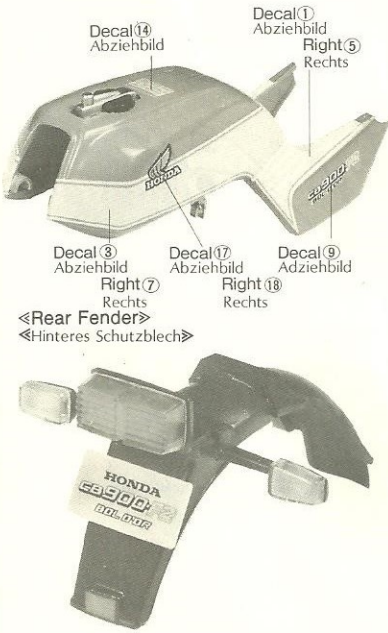
11 Attaching Front Fork
Einbau der Vorderrad-Gabel



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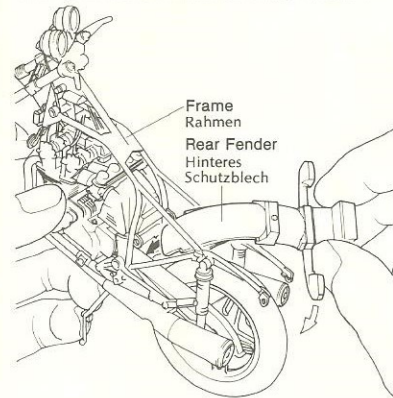


12 <<Applying Decals to Fuel Tank>> <<Markierung>>



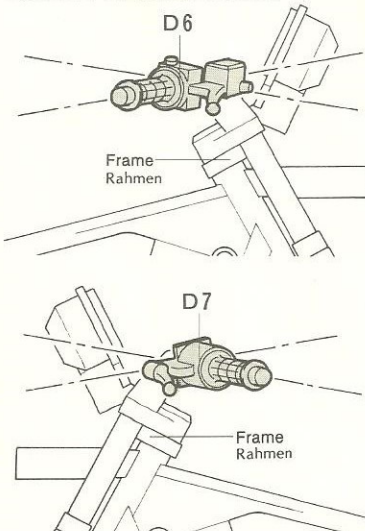
13 <<How to Attach Rear Fender>> <<Einbau des Hinteres Schutzblech>>

Attach Rear Fender as shown
Hinteres Schutzblech wie gezeigt einbauen.



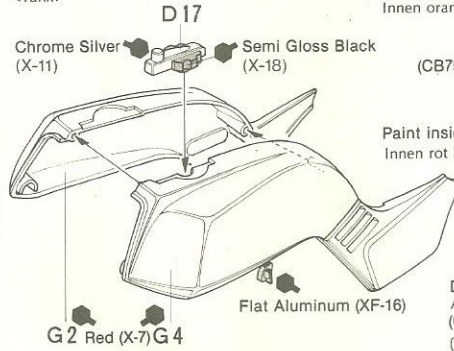
<<Attaching D6 and D7>> <<Einbau D6 und D7>>

Attach D6 and D7 as shown.
D6 und D7 wie gezeigt einbauen.

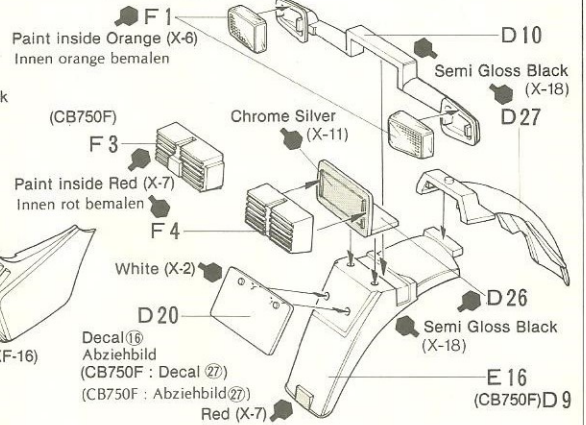


12 Attaching Fuel Tank Einbau des Tanks

<<Fuel Tank>>
<<Tank>>

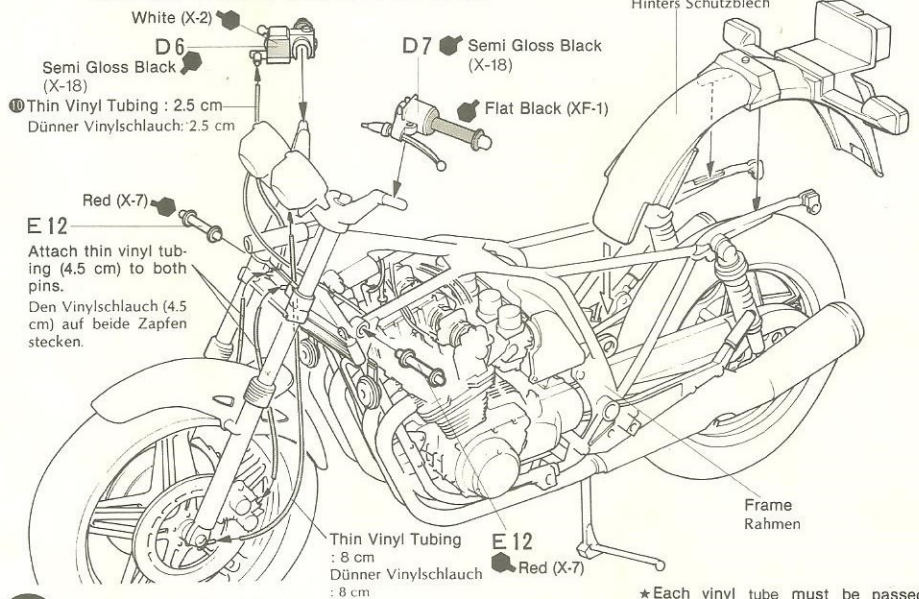


<<Rear Fender>>
<<Hinteres Schutzblech>>

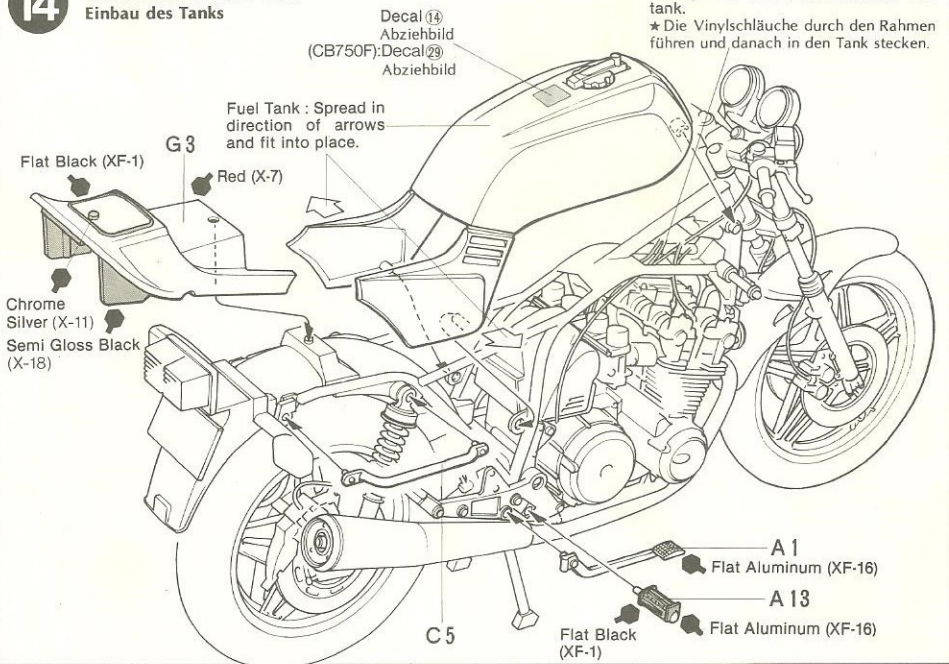


13 Attaching Rear Fender Einbau des Hinteres Schutzblech

*Refer left for attachment of D6, D7 and Rear Fender.

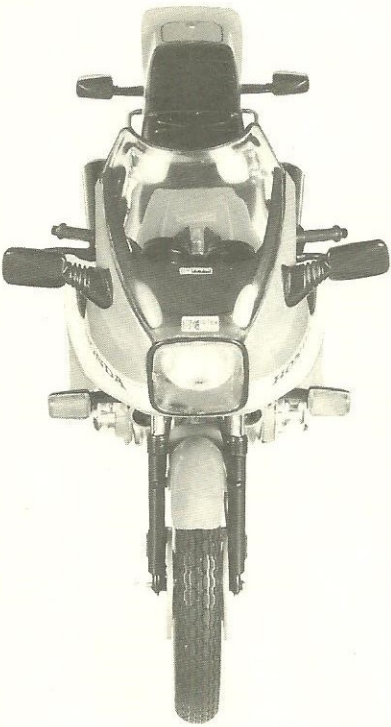


14 Installation of Fuel Tank Einbau des Tanks

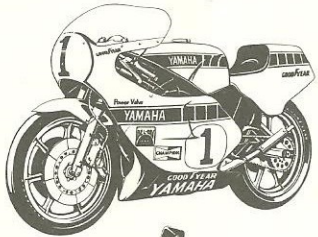


*Each vinyl tube must be passed through frame and hidden inside fuel tank.
*Die Vinylschläuche durch den Rahmen führen und danach in den Tank stecken.

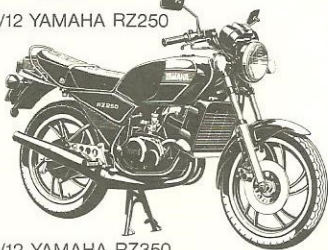
16 <Completion>
<Endmontage>



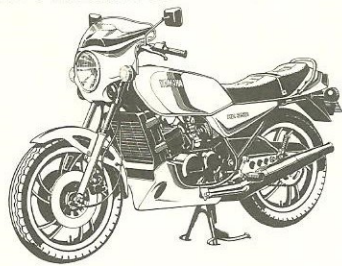
**BUILD A COLLECTION OF TAMIYA
PRECISION MOTORCYCLE MODELS**
1/12 YAMAHA YZR500 G.P. RACER



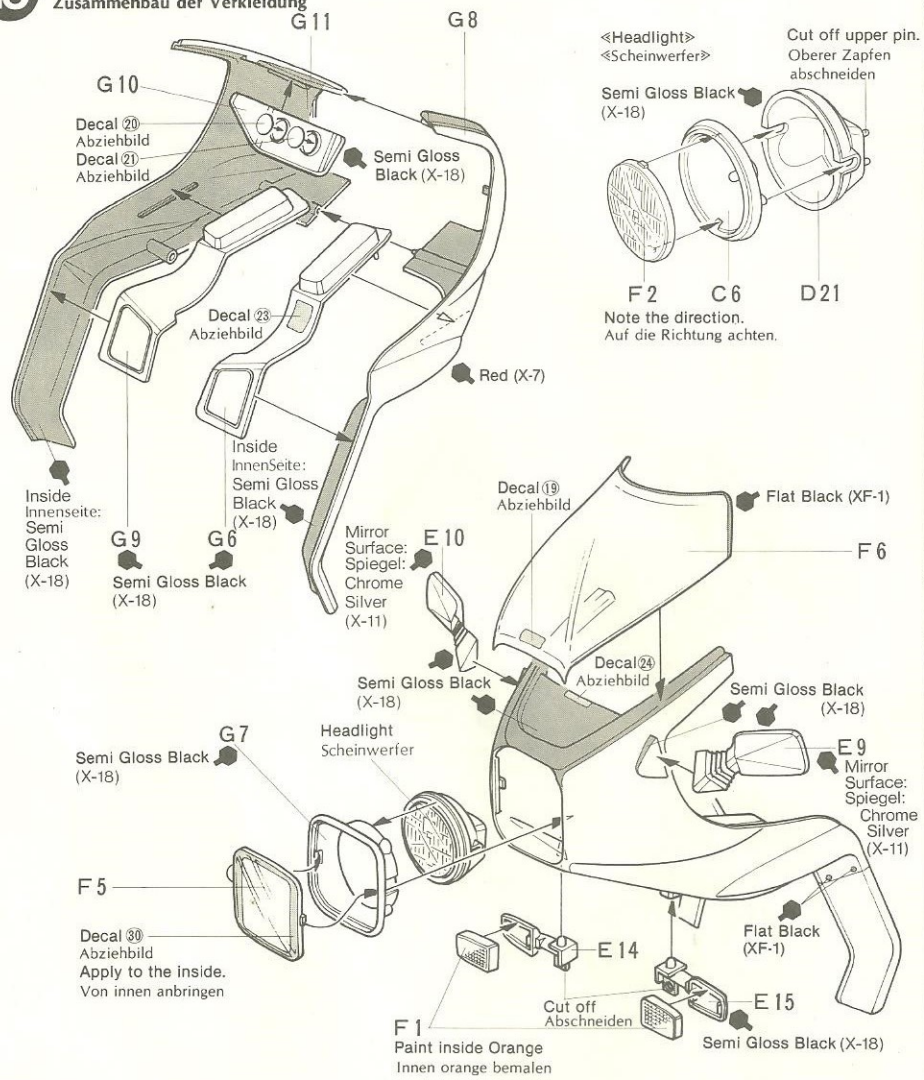
1/12 YAMAHA RZ250



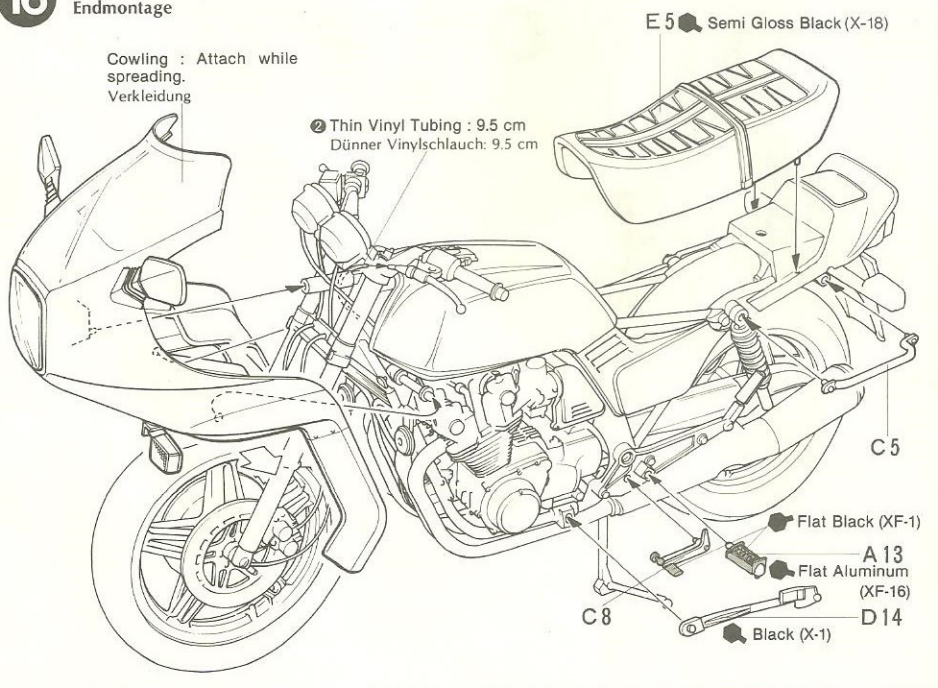
1/12 YAMAHA RZ350



15 Assembly of Cowling
Zusammenbau der Verkleidung



16 Final Assembly
Endmontage



PAINTING



APPLYING DECALS

«Painting of CB900F2»

The CB900F2 utilizes Japan's national colours of red and white. The frame of the bike is red, with both front and rear Comstar wheels in gold. Tank and Fenders are red with a wide white stripe with red pin striping. Kit also includes decals for the 750cc version of the Bold'or. It differs from the 900F2 in the colouring of the engine and the shape of the rear fender. If you prefer the 750cc version, paint the engine matt black and apply the 750cc decals.

«Bemalung der Honda CB900F2 Bold'or»

Die CB900F2 wird in den japanischen Nationalfarben hergestellt, rot/weiß auf Tank und Verkleidung. Der Rahmen ist rot, Die beiden Comstar Felgen sind golden. Schutzbleche und untere Tankhälfte sind rot mit einem breiten Streifen in weiss und darin dünne, rote Streifen. Der Kit enthält auch die Decals für die 750cc Version. Die 750er unterscheidet sich von der 900F2 durch den matt schwarzen Motor und durch die Form des hinteren Schutzbleches.

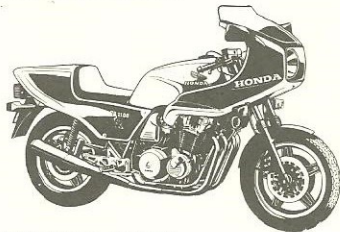
«Colours Required»

«Bemalungen benötigt»

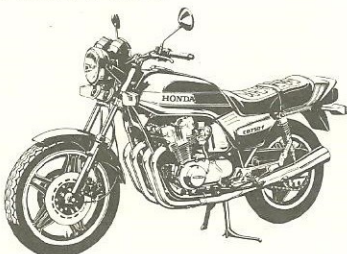
Black	X-1
White	X-2
Blue	X-4
Green	X-5
Orange	X-6
Red	X-7
Gun Metal	X-10
Chrome Silver	X-11
Gold Leaf	X-12
Semi Gloss Black	X-18
Flat Black	XF-1
Flat Aluminum	XF-16
Metallic Grey	XF-56

BUILD A COLLECTION OF TAMIYA PRECISION MOTORCYCLE MODELS

1/12 HONDA CB1100R



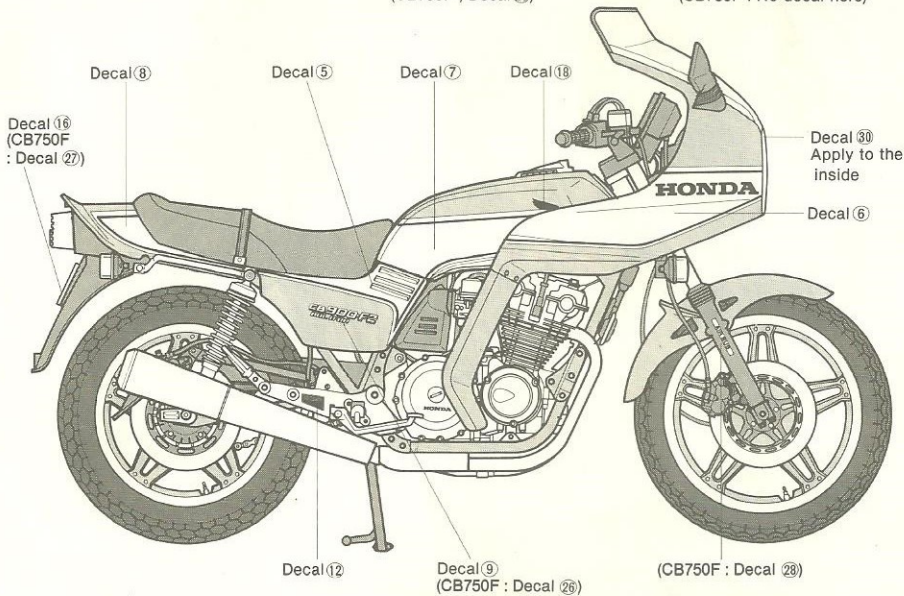
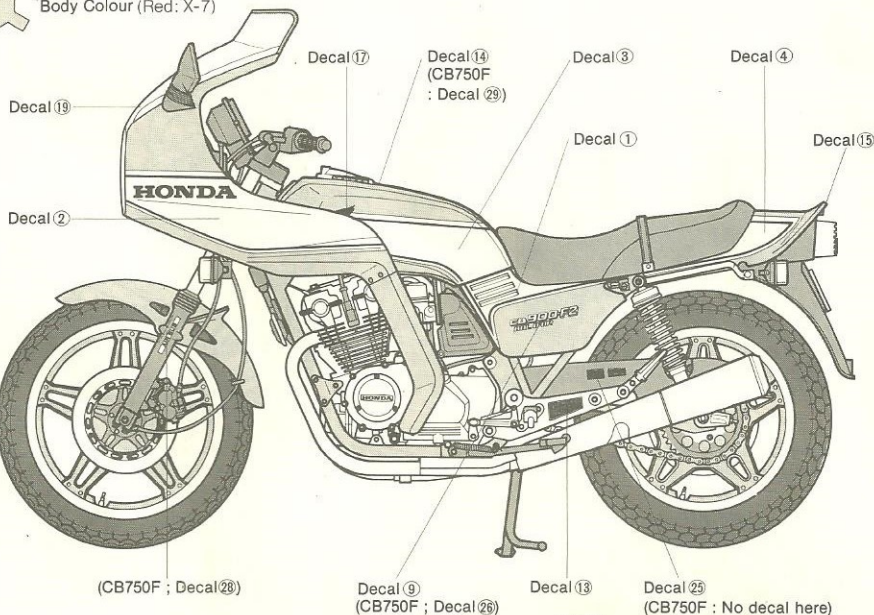
1/12 HONDA CB750F



«CB900F2 Bold'or»



Body Colour (Red: X-7)



«CB750F Bold'or 2»

★ Colouring except engine is the same as CB900F2 Bold'or

