

SUZUKI RG250



1/12 MOTORCYCLE SERIES



Super Sport motorcycles have, more or less, the image of racing bikes, and it can be said that the higher performance of the bike, the greater the racing image is. Racing bikes however, cannot always be reproduced for street type running because production machines have added limitations to make them last longer. The 250cc Sport Bike released by Suzuki in March 1983, has surprised many motorcycle fans due to the great similarity between its performance and the racing version. This Suzuki RG250 Γ (Gamma) is an almost exact scaled down version of the Suzuki 1982 500cc World Road Champion motorcycle with few of the added road limitations. This production machine has many of the same features found on the racer. The double cradle frame of square pipe aluminum is the same, and is a first for production machines. This frame is 40% lighter than a similar steel frame, but with the same strength. Aluminum alloy frames are costlier to produce due to the welding techniques required, but the weight savings (total frame weight is only 7.6kg) has added greatly to the overall performance. Even the swing arm is of this welded aluminum square pipe, so that the overall weight of the machine is only 131kg. The water cooled 2 stroke, two cylinder engine of 247cc displacement puts out 45hp with a square bore and stroke of 54mm. Carburetor is the same flat slide type used in Suzuki's motocrossers and provides excellent re-

sponse. Small front 16" tire and 18" rear tire were specially developed for this bike by the Michelin tire company. The suspension system is the same as that used on the racer. Full floating rear and double ANDF (Anti Nose Dive Fork) in the front forks, plus a triple disc braking system with two in front and one in the rear using opposite piston calipers, make for comfortable and safe riding. The cowl and fuel tank also add to the image of this being a true racing motorcycle. The power to weight ratio of this fine bike is 2.91kg/hp, which is the same as some 750cc machines. A performance of from 0—400 meters in a little over 13 seconds is something that the Suzuki company can be real proud of, and this RG250 Γ is going to be around for many years to come. All things change with time, but how much more advanced can you get?

* * *

Super Sport Motorräder haben fast immer das Image von Rennmaschinen und man kann schon sagen, je grösser die Leistung des Motorrades ist, desto grösser ist auch das Renn-Image. Rennmaschinen können aber nicht immer als Strassenversion gebaut werden. Das von Suzuki im März 1983 vorgestellte 250cc Sportbike hat viele Motorradfans überrascht durch die grosse Leistung, die der, der Rennversion sehr ähnlich ist. Diese Suzuki RG250 Γ (Gamma) ist eine fast genaue, herunter-

kopierte Ausführung der Suzuki 500cc Strassen-Weltmeistermaschine mit einigen hinzugefügten Teilen, die die Strassenvorschriften vorschreiben. Die Produktionsmaschine hat viele Teile, die man in der Rennversion findet. Der Rahmen ist aus rechteckigem Aluminiumrohr — der erste in einer Produktionsmaschine und 40% leichter als ein ähnlicher Rahmen aus Stahl, aber genauso stabil. Infolge der besonderen Schweisstchnik ist ein Alu-Rahmen teurer herzustellen, aber die Gewichtsersparnis (der ganze Rahmen wiegt nur 7,6 Kilo) trägt viel zur Leistungsverbesserung bei. Sogar der Schwingarm ist aus geschweisstem Aluminiumrohr und das Gesamtgewicht ist nur 131 Kilo. Der wassergekühlte Zwei-Takt-Motor mit 2 Zylindern bringt bei 247 cc 45 PS bei nur 54 mm Hub. Der Vergaser wurde von den Suzuki Motocrossern übernommen. Schmale 16" Reifen vorne und 18" hinten wurden speziell von Michelin entwickelt. Der Schwingarm hinten und die ANDF Vorderradgabel mit 2 Scheibenbremsen vorne und eine hinten lassen diese Maschine bequem und sicher fahren. Die Verkleidung und der Tank betonen noch das Image einer Rennmaschine. Das Leistungsgewicht ist 2.91 kg/PS und das Gleiche, wie bei 750 cc Maschinen. Die Leistung von 0 auf 400 Metern in 13 Sekunden macht die Suzuki wirklich stolz und die RG250 Γ wird einige Jahre auf dem Markt bleiben.

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.
- ★ Use cement sparingly. Use only enough to make a good bond.
- ★ Apply cement to both parts to be joined.

This mark denotes paint color, with color names and numbers for Tamiya Acrylic Paints & Paint Markers. Page 6 has detailed painting instructions; however, some parts should be painted prior to model's completion, and these are called out during assembly.

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

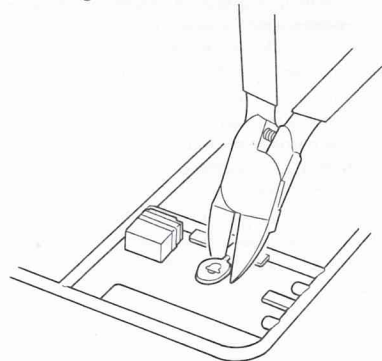
Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln.

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 abschieben, auf richtigen Sitz achten und gut trocknen lassen.

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

- ★ Do not break parts away from sprue, but remove them carefully with a cutting tool.
- ★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln.



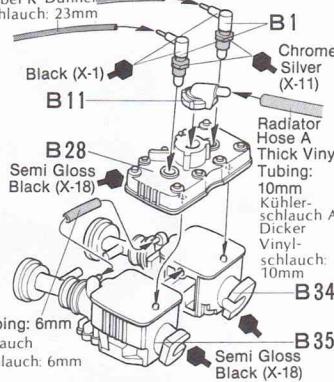
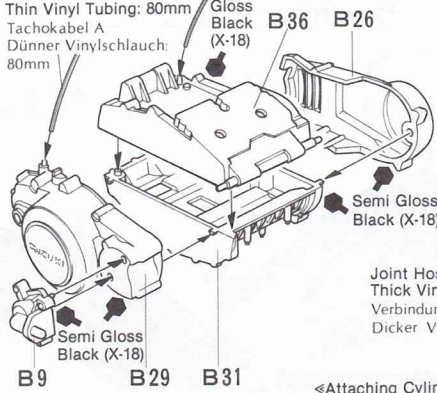
1 Assembly of Engine Motorenbau

«Crankcase»
«Kurbelgehäuse»
Tachometer Cable
Thin Vinyl Tubing: 80mm
Tachokabel A
Dünner Vinylschlauch: 80mm

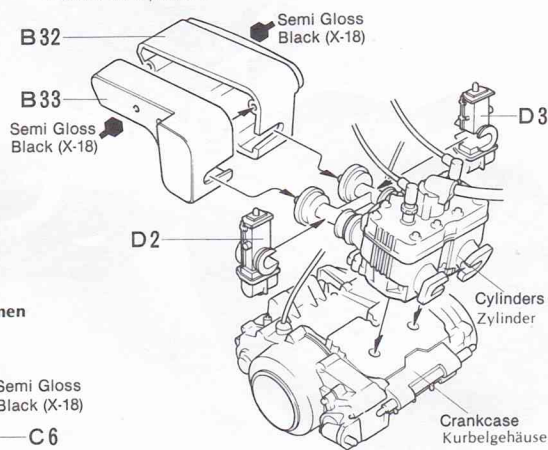
Clutch Cable
Thin Vinyl Tubing: 80mm
Kupplungsseil
Dünner Vinylschlauch: 80mm

«Cylinders»
«Zylinder»
Plug Wire R
Thin Vinyl Tubing: 23mm
Zündkabel R Dünner Vinylschlauch: 23mm

Plug Wire L
Thin Vinyl Tubing: 28mm
Zündkabel L
Dünner Vinylschlauch: 28mm

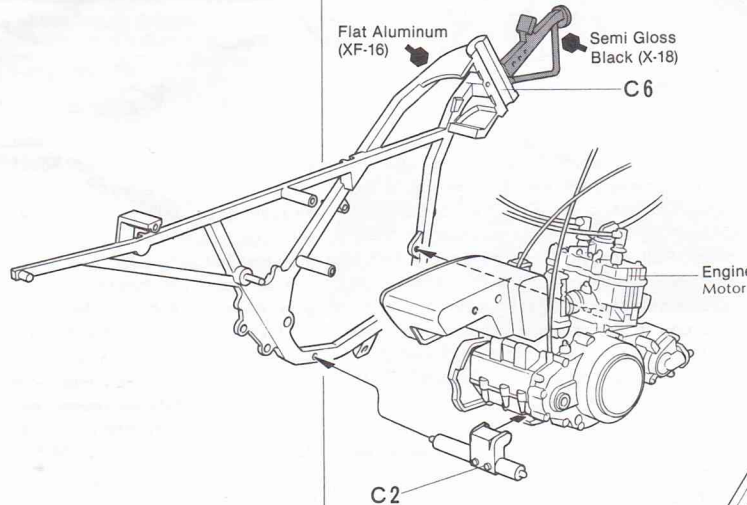


«Attaching Cylinders»
«Einbau der Zylinder»

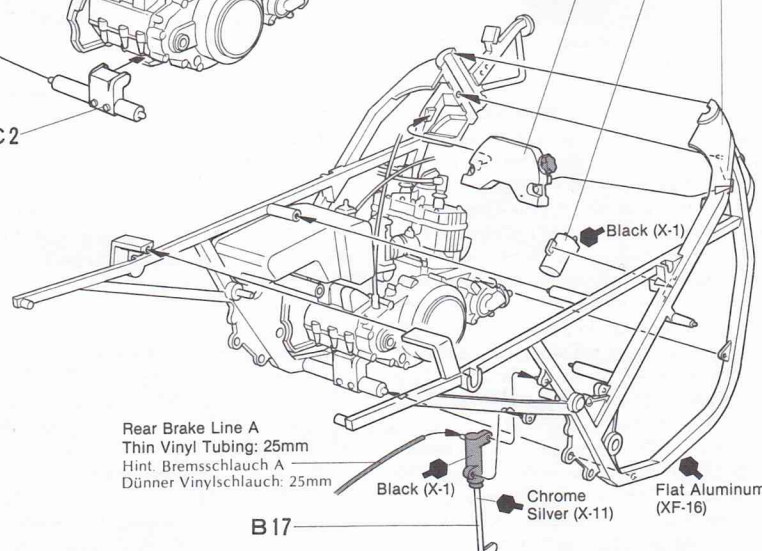


2 Attaching Engine Einbau Motor in Rahmen

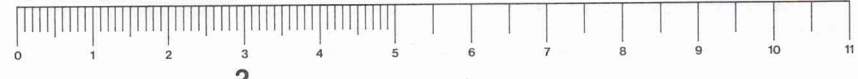
Flat Aluminum (XF-16)
Semi Gloss Black (X-18)



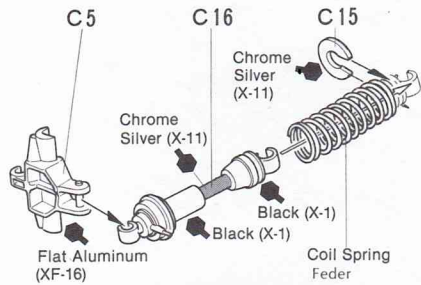
White (X-2)
Cap /Kappe
Black (X-1)
A5 B14 C10



Rear Brake Line A
Thin Vinyl Tubing: 25mm
Hint. Bremsschlauch A
Dünner Vinylschlauch: 25mm

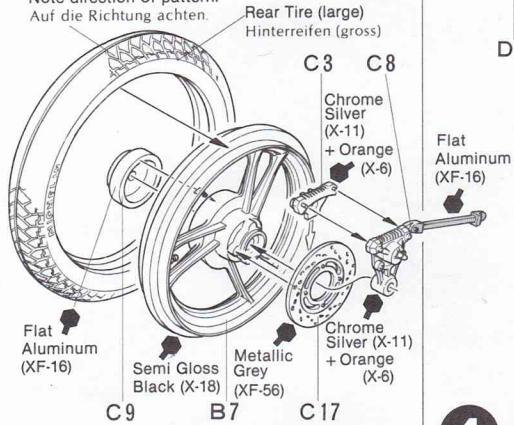


3 «Rear Shock Absorber»
«Hinterstossdämpfer»

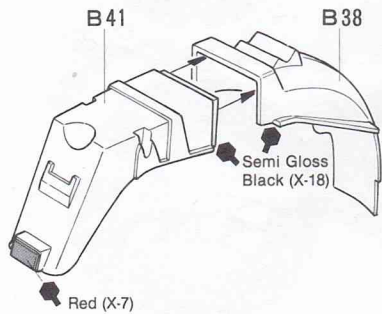


«Rear Wheel»
«Hinterrad»

Note direction of pattern.
Auf die Richtung achten.



5 «Rear Fender»
«Hinteres Schutzblech»

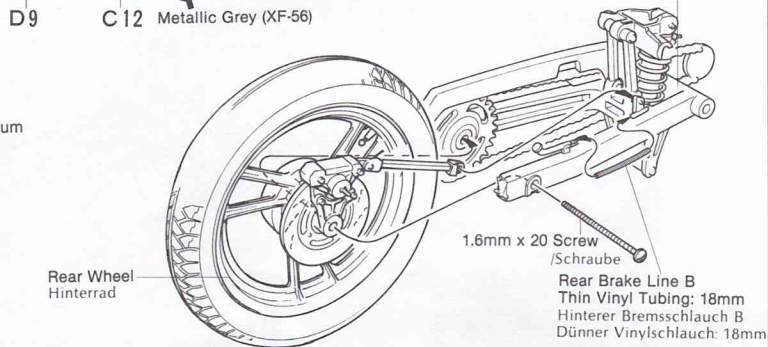
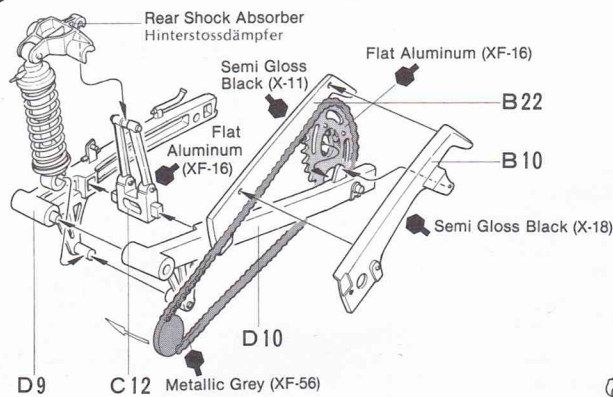


TAMIYA HEXAGONAL BOTTLE

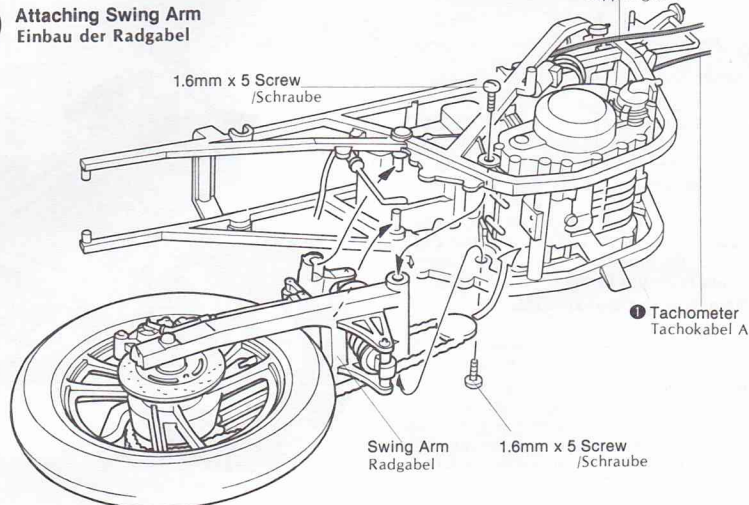
Tamiya cement in a hexagon bottle for increased stability. Difficult to upset and easy to apply with the built in brush dispenser. The preferred plastic cement for beginners and experts alike.



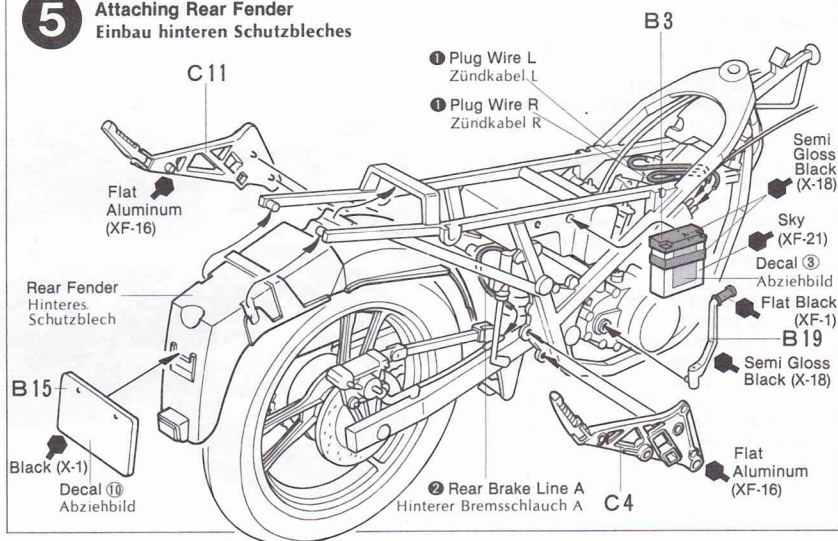
3 Assembly of Swing Arm
Montage der Radgabel



4 Attaching Swing Arm
Einbau der Radgabel

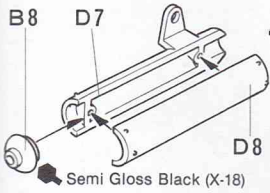


5 Attaching Rear Fender
Einbau hinteren Schutzbleches

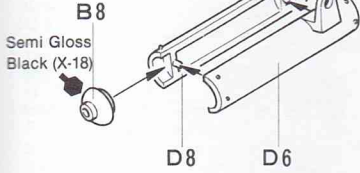


6 <Mufflers> <Auspuffe>

<Right>
<Rechts>

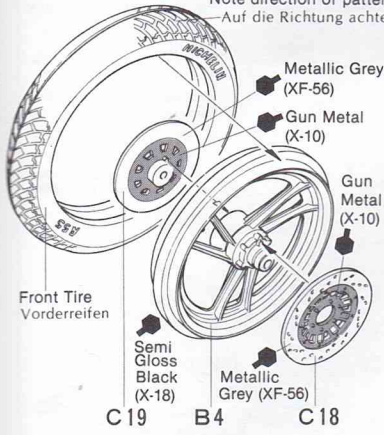


<Left>
<Links>



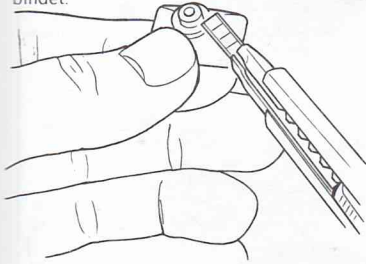
7 <Front Wheel> <Vorderrad>

Note direction of pattern.
—Auf die Richtung achten.



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

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



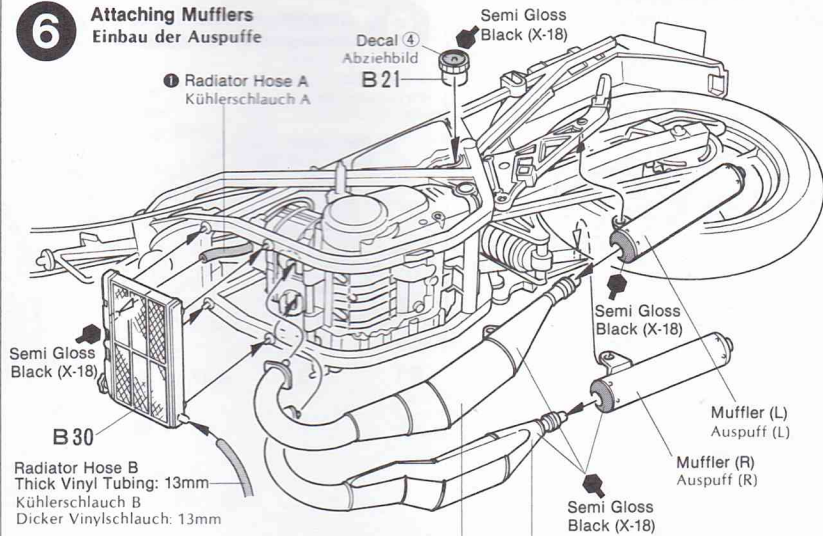
TAMIYA ACRYLIC PAINTS

Need precise color matching?

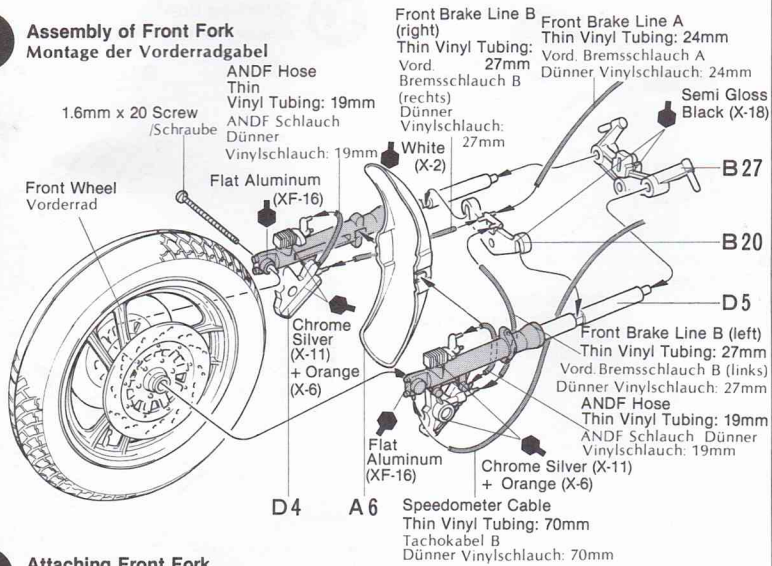
Try the new Tamiya acrylic paints. Engineered by modelers for modeler's use. The final cover for the finest models. Insist on Tamiya for perfect results.



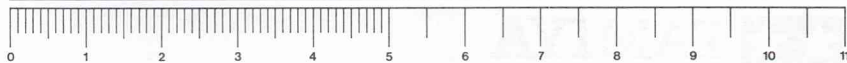
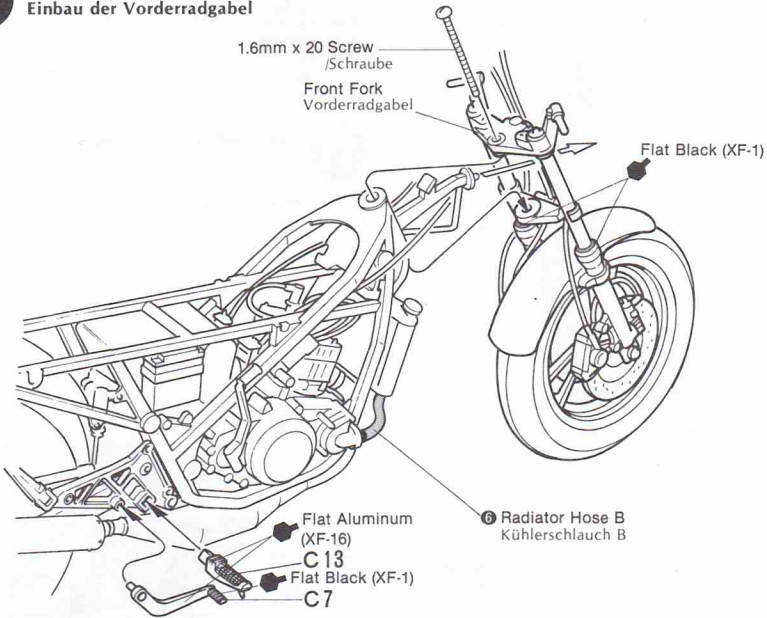
6 Attaching Mufflers Einbau der Auspuffe



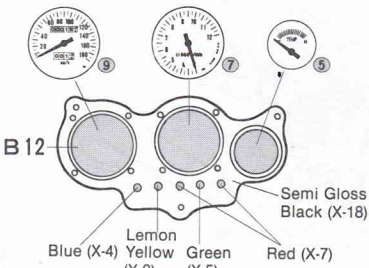
7 Assembly of Front Fork Montage der Vorderradgabel



8 Attaching Front Fork Einbau der Vorderradgabel



10 <<Marking of Meters>>
<<Messer Abziehbilder>>



<<Attaching Vinyl Tubing>>

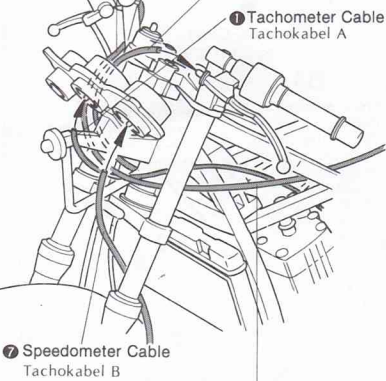
<<Einbau des Vinylschlauchs>>

Throttle Cable

Thin Vinyl Tubings: 75mm

Gaszug

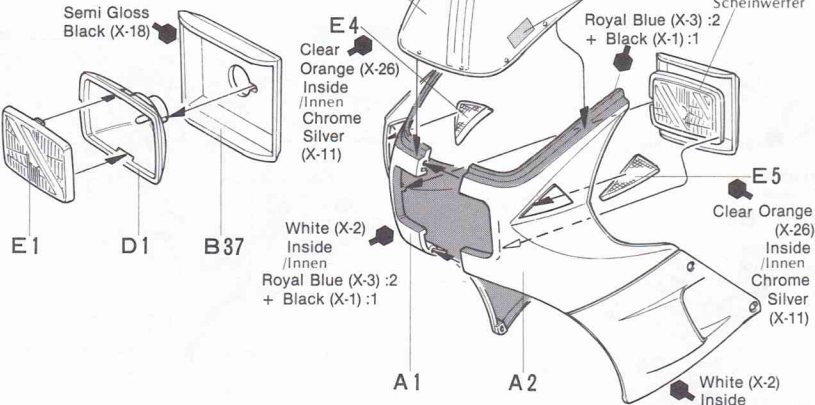
Dünnere Vinylschlauch: 75mm



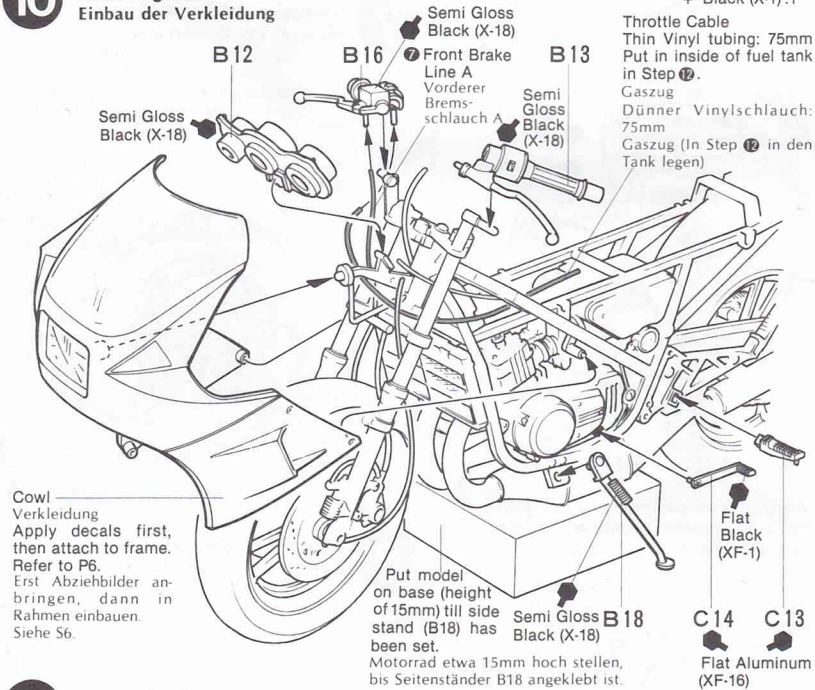
Throttle Cable Put in fuel tank in Step 12 Gaszug (In Step 12 unter den Tank legen)

9 Assembly of Cowl
Zusammenbau der Verkleidung

<<Headlight>>
<<Scheinwerfer>>

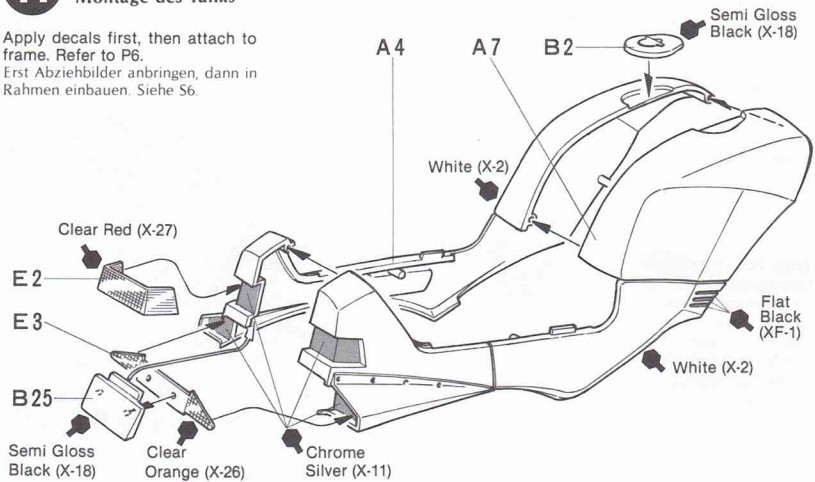


10 Attaching Cowl
Einbau der Verkleidung

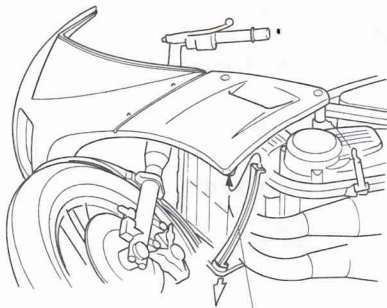


11 Assembly of Fuel Tank
Montage des Tanks

Apply decals first, then attach to frame. Refer to P6.
Erst Abziehbilder anbringen, dann in Rahmen einbauen. Siehe S6.

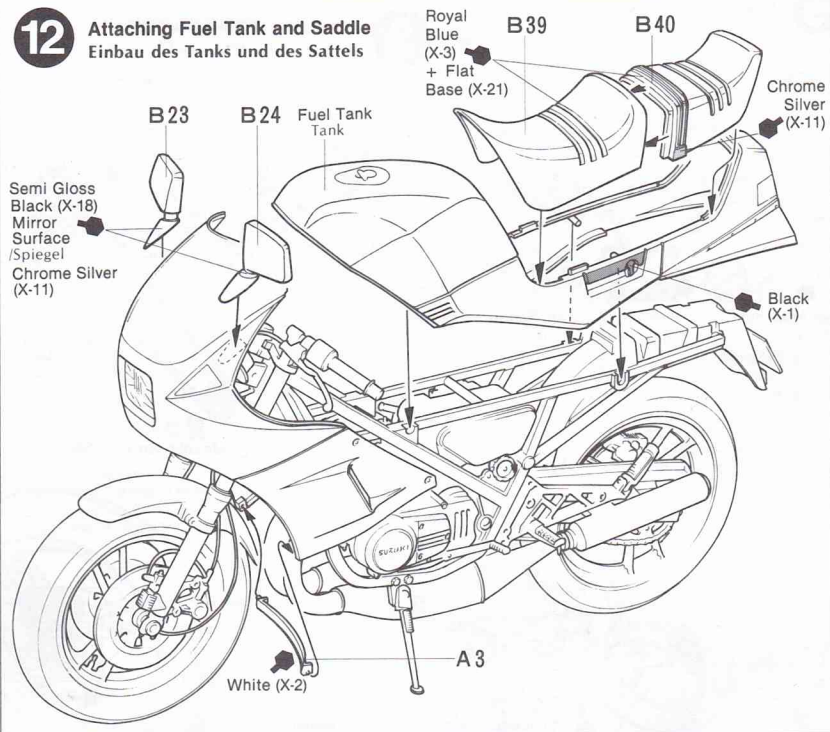


12 <<Attaching A3>>
<<Einbau A3>>



A3
Tweezers will ease your works.
Mit Pinzette geht es leichter.

12 Attaching Fuel Tank and Saddle
Einbau des Tanks und des Sattels



PAINTING



APPLYING DECALS

<<Painting of the Suzuki RG250I>>

The color scheme of the Suzuki RG250I is their works colors of (white, dark blue, medium blue and light blue). Engine, mufflers and wheels are in black and provide a deep contrast to the bright square aluminum frame. Detailed painting is called out during construction and should be done at that time. Apply decals referring to the figure at right.

<<Bemalung der Suzuki RG250I>>

Die Suzuki RG250I wird in den Werksfarben geliefert: weiss, dunkelblau, mittelblau und hellblau. Motor, Auspuff und Räder sind in schwarz und geben einen guten Kontrast zu dem glänzenden Aluminium Rahmen. Bemalung kleiner Details sind in der Anleitung angegeben und sollten je nach Step sofort gemacht werden. Anbringung der Decals siehe Bilder rechts.

<<Decal Application>>

- (1) Remove all dust, dirt and adhesive smears with a wet cloth before applying any decals.
- (2) The decal to be applied should be removed beforehand from the sheet. Cut off translucent film along colored parts.
- (3) Dip the decal in tepid water for about 10 seconds and then remove it onto a clean cloth. Be careful of over immersion avoid loss of decal's adhesive.
- (4) Hold the backing sheet edge and slide the decal onto the model.
- (5) Wet the decal with a little water on your finger so that it can be moved more easily into position.
- (6) Press the decal down gently with a clean soft cloth to remove air bubbles and until all excess water has been fully absorbed. When a decal has to be applied to a surface which is uneven or curved, press the decal with a hot towel so it will fit the contours perfectly. Cut off the excess transparent portion around each decal. The decal must then not to be touched until dry.

<<Painting and Marking of Suzuki RG250I>>

