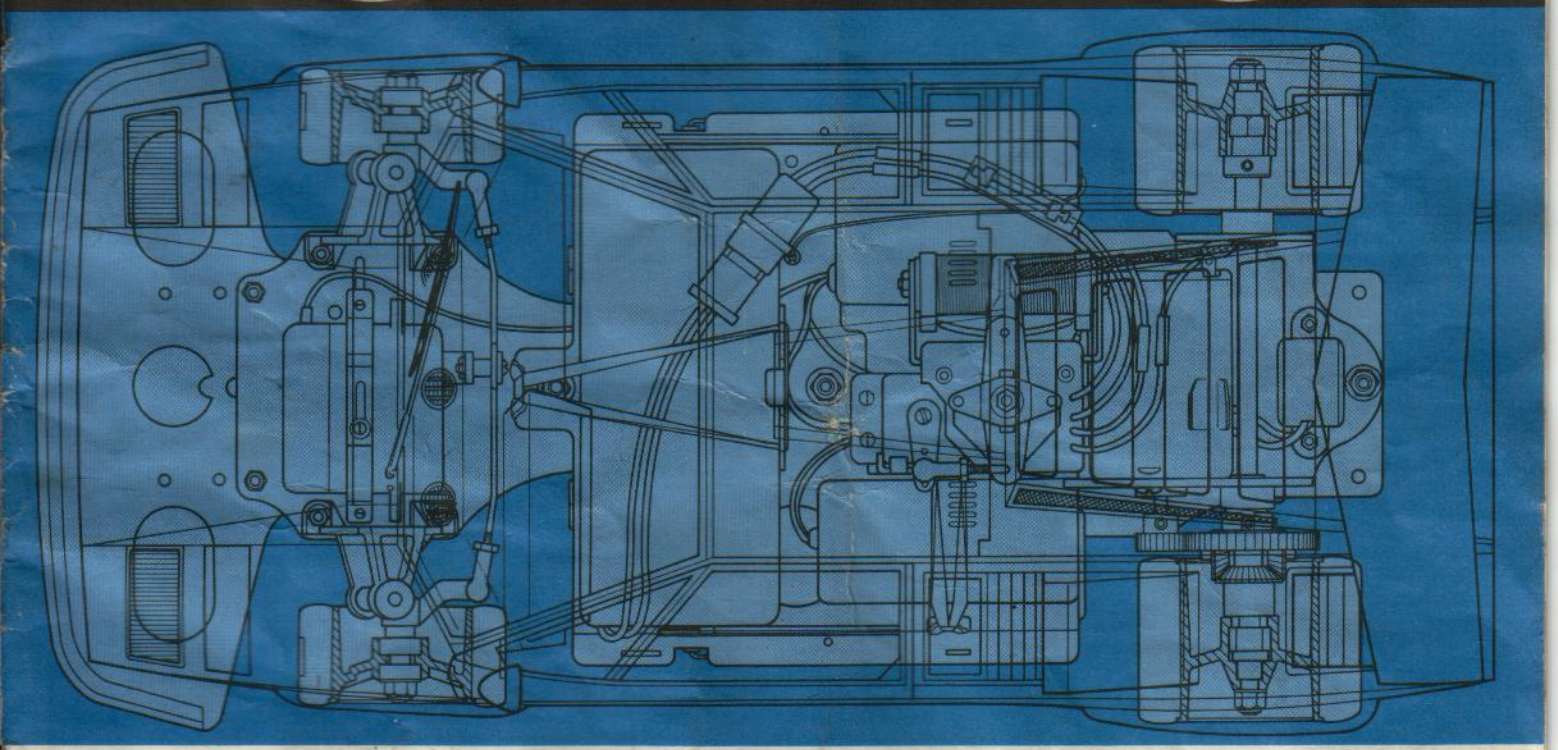
KIT NO.RA-1208

lamborghini LINEA BERTONE

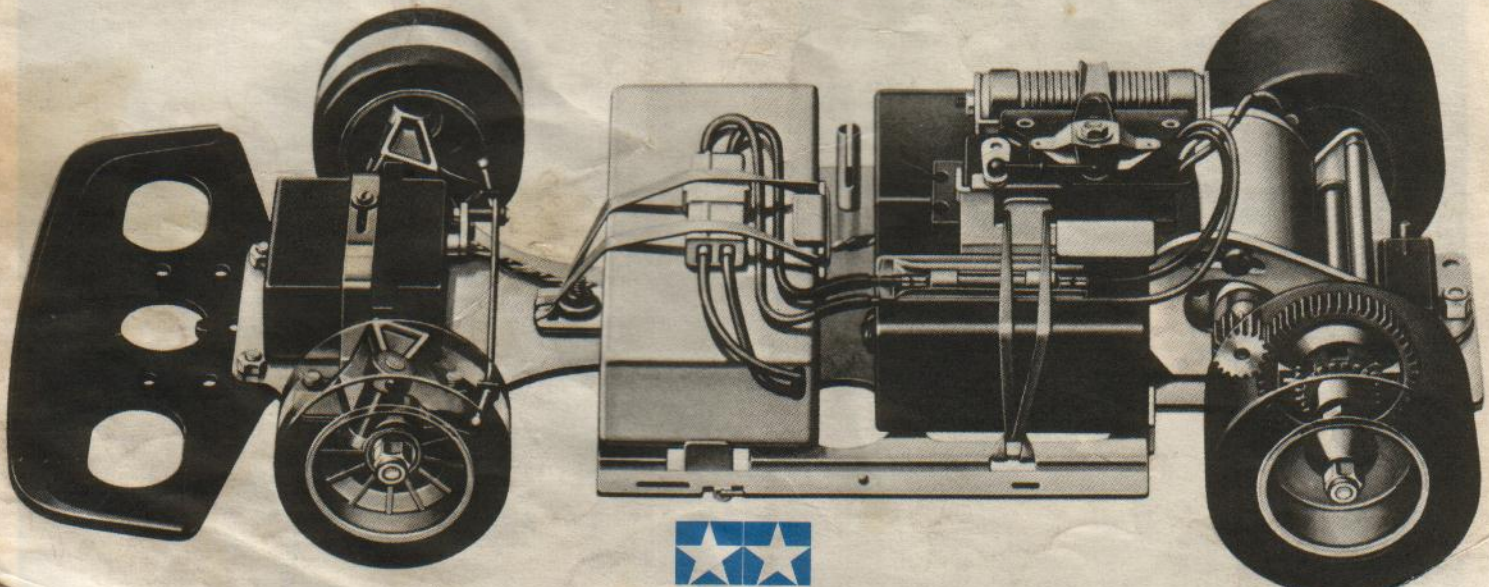
countach LP500S

1/12 RACING CAR SUITABLE FOR RADIO CONTROL

COMPETITION SPECIAL
CS
TAMIYA RADIO CONTROL CAR



(COMPETITION SPECIAL)



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

ブラック・カウンタック(英独)

countach LP500S CS

At the end of WWII it was one of the main ambitions of wealthy Italian, Ferruccio Lamborghini, to own an exotic high-performance sports car. Unable to buy a satisfactory vehicle, Lamborghini commenced manufacturing his own cars. The Miura, released at the 1966 Geneva Show, made people recognize Lamborghini as Ferrari's rival. The Miura with an attractive body made by Bertone, had a 4-litre V 12 cylinder engine amidships and had a maximum speed of 290 km/h. Five years later at the 1971 Torino Show the first production Ferrari with a midship engine appeared. About 900 Miuras were manufactured. Lamborghini had a more exciting model to take the place of the Miura. This was the Countach. The prototype appeared in 1971, and a production model at the 1973 Geneva Show. The wedge-shaped body was designed by Bertone. A V 12-cylinder engine is mounted amidships with its back towards the front, the displacement being 5 litres for the prototype and 4 litres for the production model. The engine power is transmitted forward to the clutch and gearbox wherefrom it is transmitted backward through the engine bottom to the differential gear behind the engine. The production model is called the LP 400 and has a maximum speed of 300 km/h. A special order machine, the LP 500S is a further upgraded version. In this car, modifications such as the improved compression ratio, the engine, with the same displacement of 4 litres, develops no less than 447 hp. The LP 500S is said to have a maximum speed of 315 km/h. The addition of the front and rear overfenders, rear wing, etc. and the use of very wide Pirelli P7 tyres combine to make the car's appearance really dynamic. Some details remain unknown as the Countach LP 500S is not a production model.

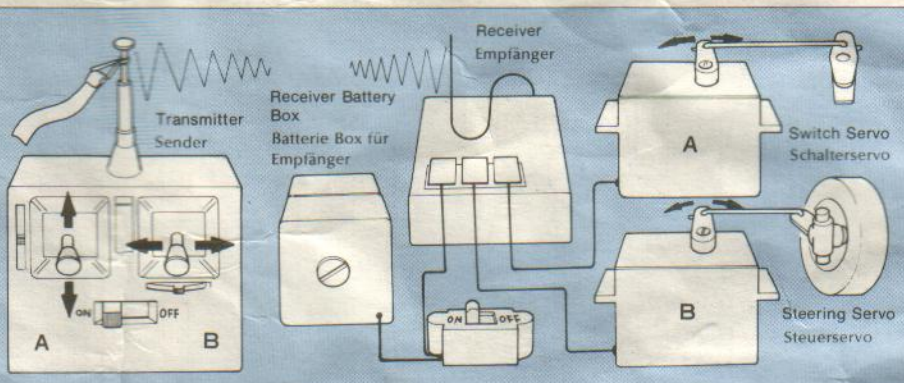
* * *

In Italien gehörte es zum Zeichen des Wohlstandes, einen Sportwagen zu besitzen. F. Lamborghini kaufte sich einen Ferrari, den typischen italienischen Sportwagen mit dem springendem Pferd als Markenzeichen. L. war jedoch nicht zufrieden und so beschloss er, eigene Sportwagen herzustellen. 1966 zeigte L. in Genf den Miura, als Marke den "Bullen", sein Tierkreiszeichen.
Bertone hatte die Karosserie geschneidert, der 4 Liter V 12 Motor brachte max. 290 km/h und war in der Mitte eingebaut.
Über 900 Miura's - eine beachtliche Zahl für einen "Exoten" - wurden produziert. 1971 wurde dann der "Countach" als Proto-Type in Genf vorgestellt, der Produktionswagen folgte 1973.
Die keilförmige Form war wieder ein Werk Bertone's, die Türeh gingen nach "Oben" auf, der Mittelmotor mit 5 Liter als LP 500 Prototype und mit 4 Liter als LP 400 Serienwagen, all dies, setzte die Betrachter in Erstaunen und Bewunderung.
Ganz neu war die Anordnung des Motores :
Das Motorende zeigt nach Vorne, die Kraft wird ebenfalls nach Vorne auf Kupplung und Getriebe übertragen und von da aus, unten, durch den Motor zurück auf's Differential hinter dem Motor. Der LP 400 hat max. 300 km/h.
Auf besonderen Wunsch wird der LP 500 S hergestellt. Die verbreiterten Kotflügel, der aufgesetzte Heckspoiler und die überbreiten Pirelli P7 Reifen zeigen die ganze Dynamik dieses "Exoten".
Walter Wolf, der kanadische Ölmann, mit dem eigenem Rennstall der Formel 1, ist einer der wenigen Besitzer eines LP 500 S, die nur auf besonderen Wunsch hergestellt werden.
Lamborghini macht natürlich auch andere Fahrzeuge, darunter auch den Lamborghini CHEETAH Dieser Geländewagen ist auch ein Kit von TAMIYA.

Radio Control Mechanisms are not contained in this kit.

R/C Anlage im kasten nicht enthalten.

Wir sind nur Hersteller eines Bausatzes, in welchen eine Funkfernsteuerung (RC - Anlage) eingebaut werden kann. Die RC - Anlage ist nicht im Kit enthalten. Ihr Fachhändler wird Sie gerne beim Kauf einer RC - Anlage beraten. Bitte beachten Sie, dass wir Keinerlei Haftung für Schäden übernehmen, die durch Inbetriebnahme des Fahrzeuges entstehen.



1 Radio Control Units

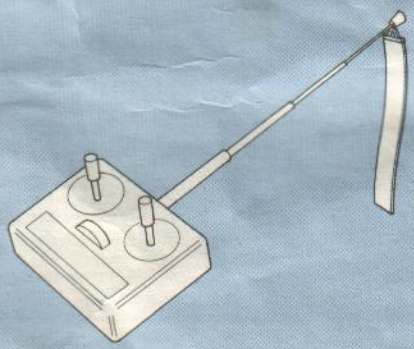
Radio Control is a means of operating a mechanism remotely without wires. The transmitter sends signals which are decoded by the receiver, which then conveys the output to servos. The servos then translate the signals into mechanical movements to control the car either by switching on an electrical circuit or by direct action. Various radio control systems have been in use. But the Digital Proportional Type Radio Control System is most popular in this field because it allows gradual control.

(1) Operation of the Digital Proportional type

It is a characteristic feature of the Digital Proportional type that the control function is in direct proportion to the movements of a transmitter stick. When a stick is moved quickly, a servo will quickly move also. When the movement of the stick is stopped halfway, the movement of the servo will also stop halfway. When the stick is moved to full range of throw, the servo will also move to the end of its travel. Since the movements of servos are transmitted to model units such as a rudder, it is possible to obtain the control effects quickly, slowly, halfway or to the full as one wishes by means of the transmitter stick. This is the reason why the Digital Proportional type is the most advanced radio control system of model operation.

The Digital Proportional types currently available range from 1-channel to 6-channel, for instance, can employ up to six servos, which effect simultaneous movement of 6 controls. A 2-channel one employs two servos and a 3-channel system uses three servos. Thus the number of channel shows the number of different operations which can be conducted at the same time. Frequency bands of radio waves used for radio control vary according to countries.

★ The trim lever is for the adjustment of servos.



2 Radio Control Safety and Operational Behaviour

Radio-controlled models of planes, cars, ships, etc., powered by an engine have a very high performance and many of them can attain speeds of over 100 km/h. If they should hit a person at such a high speed, it could be a serious matter involving personal injury. Also, the engine noise will cause annoyance to others. Some rules have been framed by organising bodies, and behaviour standards have been established between enthusiasts. Be sure to uphold these rules, and not to endanger or annoy others.

In flying, sailing or running radio-controlled planes, boats or cars or control-line planes, observe the following instructions and be careful not to cause annoyance to others.

* High-tension cable-observe regulations and keep well away from dangerous hightension cable.

1. Do not start engines during early or late hours
2. Make sure that your plane, ship or car is in perfect condition for safe operation.
3. Be sure to fix a muffler (silencer) which effectively reduces noise in the exhaust pipe of the engine.
4. When trying a first model with an engine, follow the guidance of an experienced modeller and have someone to assist you. Do not fly, sail or run it by yourself.
5. Do not fly a model plane over houses, buildings or persons.
6. Do not fly a model plane near any hightension cable.
7. When a number of persons are to fly, sail or operate more than one model at the same time, they must recognise the authority of a frequency controller and follow his instructions.

(1) Radio Interference

Since the fixed frequencies used for radio control are limited in number, radio waves from your transmitter may be received by the receiver of another model and disturb its control (radio interference). Conversely, your control may also be disturbed by radio waves of other transmitters. If such interference occurs, your expensive model may be broken by a crash or collision. If it gets out of your control and hits a person, it could bring serious consequences.

The Digital Proportional type has one of the fixed frequency bands. Interference occurs between units with the same frequency band. There is very little possibility of interference between units different in frequency band. The Digital Proportional type of any frequency band can cause interference with the Single Pushbutton type when they have the same frequency.

Radio waves of transceivers or radio-control led toys may be a cause of intereference.

The control of your model may be disturbed by unknown radio waves.

When the control of your model malfunctions because of interference, immediately stop the operation of your model. This is the only way to avoid accidents.

In pylon races with high-speed planes, and wherever simultaneous racing is required, alternate frequency bands are used to eliminate the possibility of interference. There is a device called a monitor which is used for indicating the presence of radio interference.

If a servo makes an abnormal movement when the receiver is on and the transmitter is off, your radio control unit may be suffering interference. When no monitor is available, this is a crude but easy way of detecting the pressence of radio interference.

A. Avoid Radio Interference

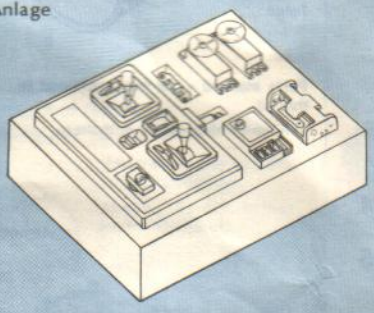
Before starting radio control, first make sure that there is no other person operating a radio control unit neraby. When there is such a person, compare the type and frequency band of your radio control unit with his. Avoid the possibility of interference, if any, by, for instance, using radio control alternately.

❸ Construction of Countach LP 500 S

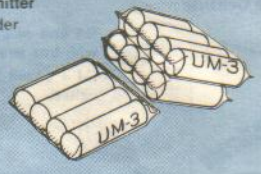
(1) Radio Control Mechanism

Tamiya's Countach LP 500 is designed to use a 2-channel 2-servo digital proportional type of radio control.

Radio Control Mechanism
R/C Anlage



Cells for Transmitter
Batterie für Sender



(2) Power Source

The Tamiya's Special Countach LP 500 S is designed to carry a 5-cell nickel cadmium battery only. This battery contains five batteries each having the same capacity as C (UM2) size nickel cadmium battery.

It is a rechargeable battery with a capacity of 6 volts and 1,200 milliamperes.

Tamiya's Countach LP 500S ist so ausgelegt, dass auch Flack-Akku's eingesetzt werden können. Lassen Sie sich über diese aufladbaren Akku's von Ihrem Fachhändler beraten.

(3) Tools

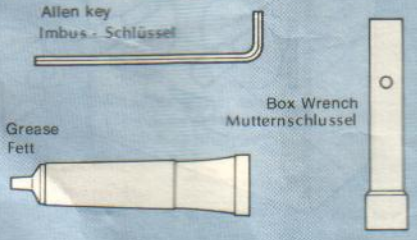
An allen key, box wrench, double faced adhesive tape and grease are contained in this kit. Pliers, long nose radio type pliers, screwdrivers, side cutters, a file, adhesive tape, a gimlet, an oilcan, rapid cure adhesive, metal cement and box spanners for 3mm and 4mm nuts will aid construction. Before use, be sure to oil the gear box shaft of the car to ensure high performance and long life. Tyres should be cemented to wheels using rapid cure adhesive to prevent tyre shedding. But the cement and adhesive must be handled with care.

Some screws and nuts are coloured blue in assembly drawings. They should be attached in place and then fixed with metal cement, etc. so that they do not come loose during running.

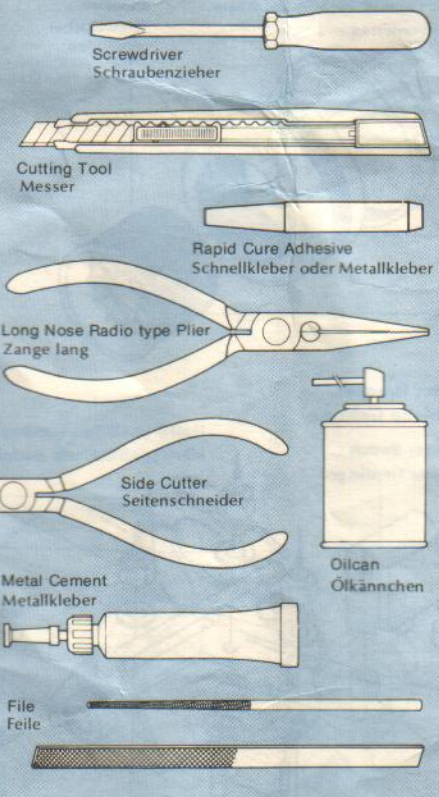
(3) Werkzeug

Folgende Werkzeuge werden benötigt: Feile, Metallkleber, Messer, Bohrer, Schraubenzieher, Zange Kurz, Zange lang, Seitenschneider, Ölkännchen.

≪Tools in kit≫
≪Werkzeug im Kasten≫



≪Following tools will aid construction≫
≪Folgendes Werkzeug wird benötigt≫



(4) Painting

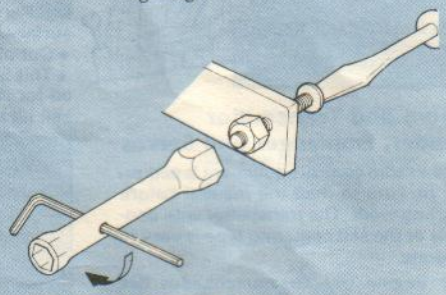
The painting is the most important finishing process. Refer to the painting instruction on page No. 15 to obtain a good finish.

(4) Bemalung

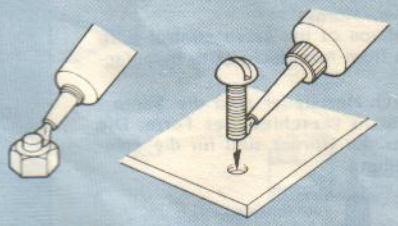
Wir bitten für die Plastikbemalung keine Farben auf Nitrobasis zu verwenden. Schäden, die durch falsche Farben verursacht werden, können nicht ersetzt werden. Fragen Sie den Fachhändler nach Kunstharzfarben bezw. Spray's.

≪How to use tools≫
≪Bitte beachten≫

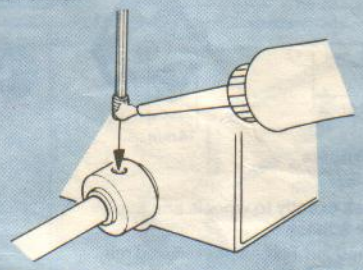
★If it is difficult to turn the nut with fingers, tighten it up with the box wrench or spanner.
★Muttern wie gezeigt einschrauben



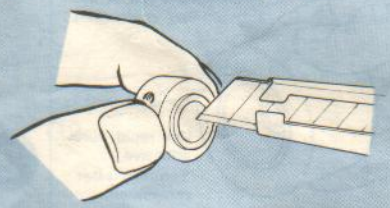
★Apply metal cement to screws colored blue in the figures so that they do not come off in running.
★Blaugezeichnete Schrauben mit Spezial-Schraubenkleber vor Lockern schützen.



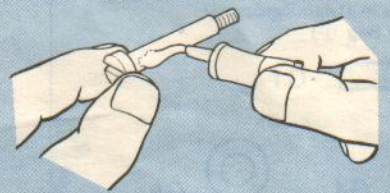
★Grub screws also need metal cement. Put the grub screw in the allen key, apply metal cement to it, and then thrust it through the grub screw stopper onto the notch of the shaft.
★Auch bei Madenschrauben Metallkleber verwenden



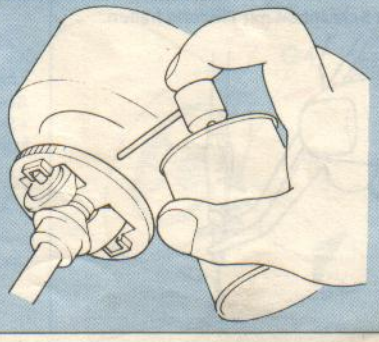
★Flash on the shaft or metal hinders smooth rotation. Carefully remove it with a file.
★Achsen und Wellen müssen glatt sein



★Shafts and other rotating parts of metal should be greased to prevent seizure.
★Achsen und drehbare Teile müssen gefettet werden um "festfressen" zu vermeiden.



★It is recommended to use the oiler in oiling the assembled model.
★Mit Ölkännchen lässt sich das zusammengebaute Modell leicht ölen



★ This manual is divided into two Step 1 to 20 for the chassis and Step 21 to 25 for the body.
★ Parts must be assembled properly and carefully under instructions given below.
Parts to be greased. Be sure to grease before assembly.
Parts to be cemented. Apply cement to both surface.
★ Cut off page 16 for convinient use.
★ This is a kit of a high-performance model car designed for use in racing. The power source to use is a 5-cell nickel cadmium battery pack only.

★ Auf Step 1 - 20 finden Sie die Anleitung für das Chassis und auf Step 21 - 25 für die Karosserie. Die Teile genau der Anleitung nach sorgfältig zusammenbauen.
grau: Teile die vor Einbau gefettet werden mussen.
dunkelblau: Klebestellen (Klebstoff auf beiden Seiten anbringen)
★ Seite 15/16 abschneiden - leichtere Erkennung der einzelnen Bauteile.
★ Nur Nickel Cadmium Flach-Akku's verwenden.

Servo and Transmitter
Sender, Empfänger und Servos

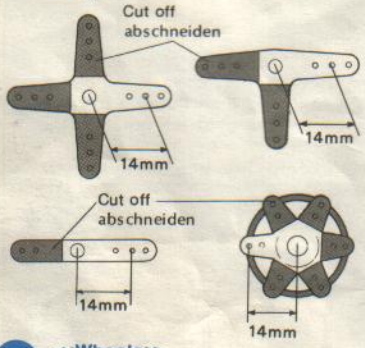
If new radio control equipment is acquired, be sure to read the manual before starting work. The transmitter with controls of the self centering type is easy to operate.

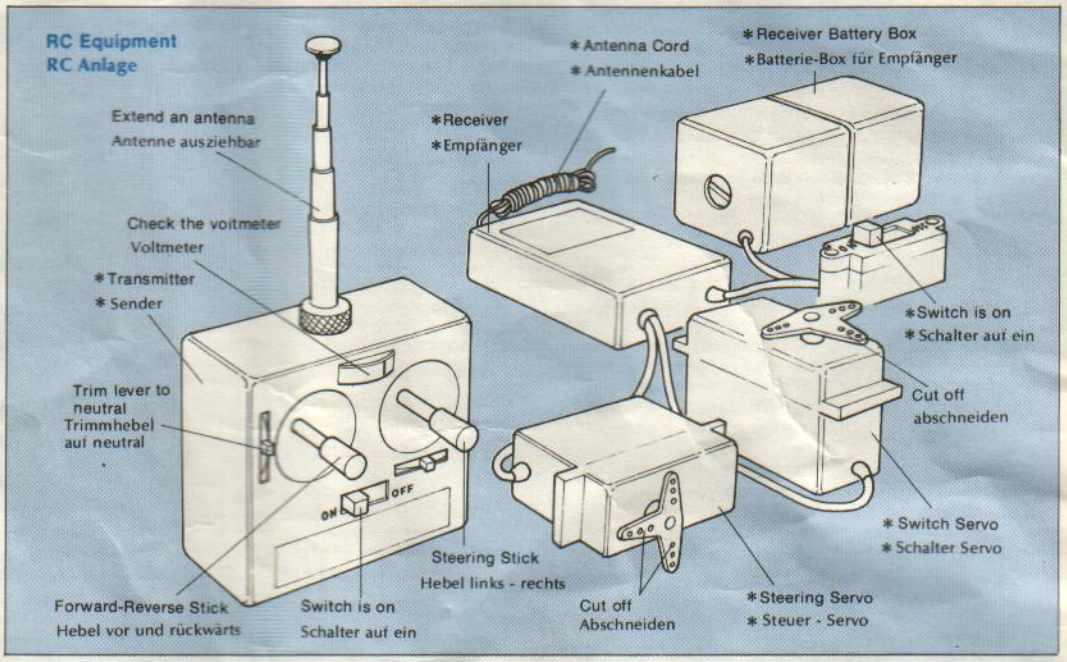
Vor Beginn des Zusammenbaues der Funksteuerteile, die Anleitung der RC Anlage genau studieren.
Fragen Sie bitte den Fachhändler wenn etwas nicht klar ist.

≪Servo Horn≫
≪Servo - Hörner≫

The shape of the servo control horn varies from manufacturer to manufacturer.

Je nach Hertsteller sind die Servo - Hörner in verschiedener Form. Die Löcher der Hörner sind für die Feineinstellung.

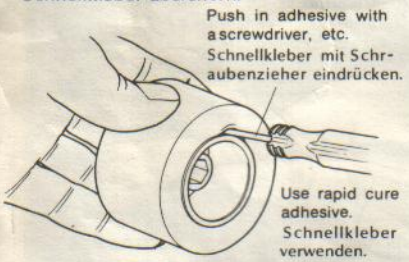




1 ≪Wheels≫ ≪Räder≫

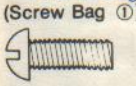
Attach tyres exactly to wheels and apply rapid cure adhesive.

Reifen genau auf Felgen passen und mit Schnellkleber absichern.



2 ≪Motor Bracket≫ ≪Getriebe Gehause≫

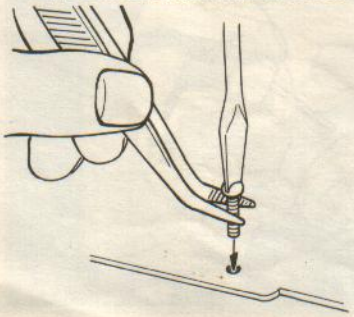
≪Parts (full size)≫
≪Teile in Originalgrösse≫
(Screw Bag ①)


G1


G4

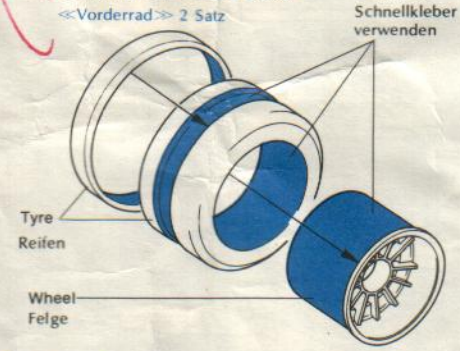

G5

★Hold small screws with a plier to make the work easier.
★ Kleine Schrauben mit Pinzette halten.

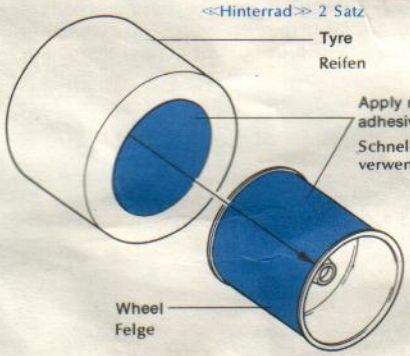


1 Wheels
Räder

≪Front Wheel≫ Make 2 sets
≪Vorderrad≫ 2 Satz

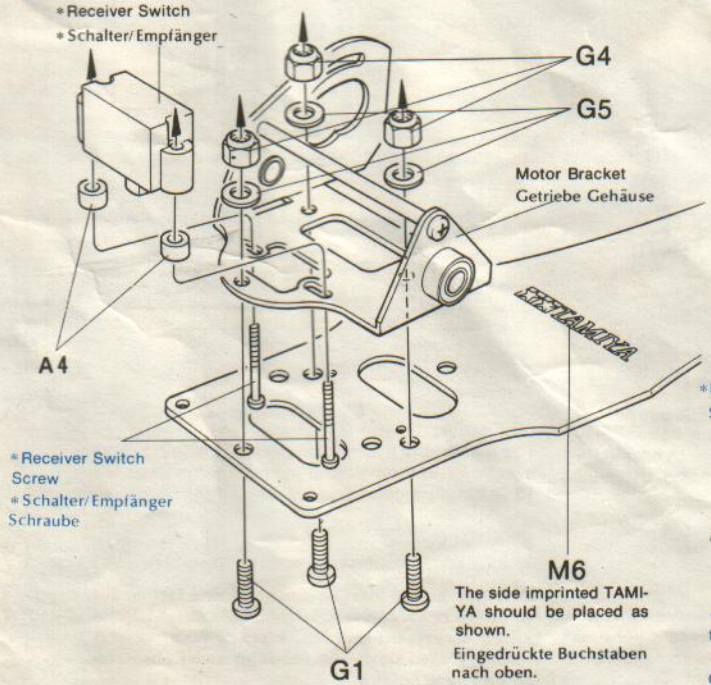


≪Rear Wheel≫ Make 2 sets
≪Hinterrad≫ 2 Satz

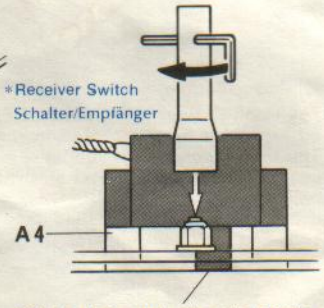


Parts marked * are not contained in this kit.
Teile mit * nicht im Kit enthalten.

2 Motor Bracket
Getriebe Gehause



G4 and J4 can be tightened up with box wrench.
G4 + J4 mit Steckschlüssel festhalten.



★ Switch lever must not project down through chassis.
★ Schalter darf unten nicht aus dem Chassis herausragen.

3 ≪Rear Shaft≫ ≪Antriebswelle≫

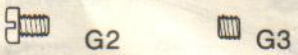
≪Parts (full size)≫
≪Teile in Originalgrösse≫

(Screw Bag ①)

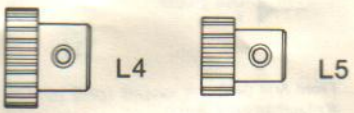
(Metal Bag) Blister Pack

4 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

(Screw Bag ①)

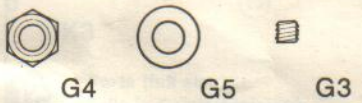


(Metal Bag) Blister Pack

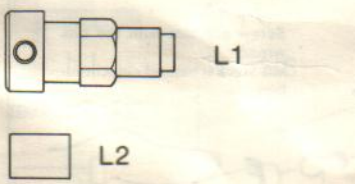


5 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

(Screw Bag ①)



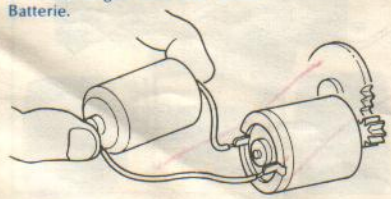
(Metal Bag) Blister Pack



≪Adjustment of Gear≫
≪Justierung der Zahnräder≫

Loosen screws to adjust the motor.
Schraube lockern nach Justieren des Motor

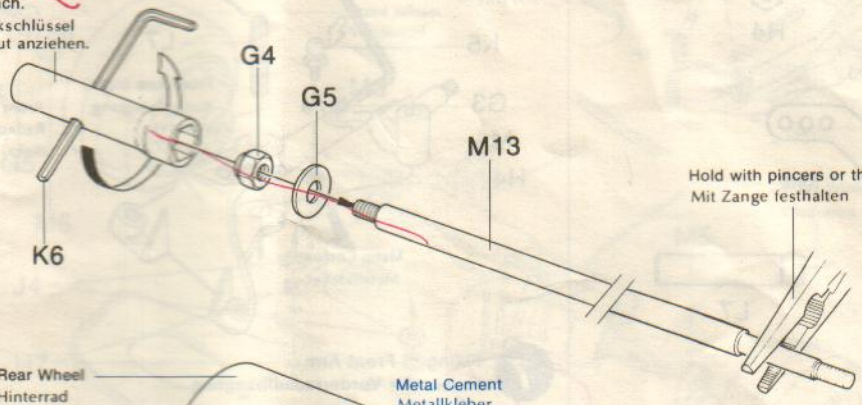
★Adjust the play of parts so that they rotates smoothly even with one dry cell.
★Alle Teile müssen sich leicht drehen, sogar mit nur einer Batterie.

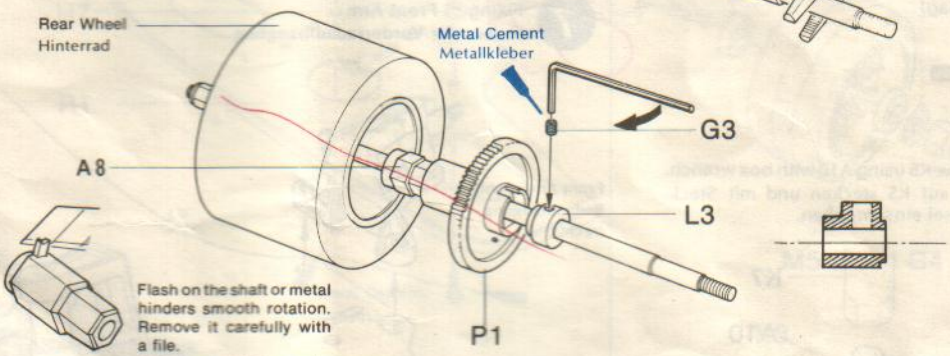


3 Rear Shaft Antriebswelle

Tighten up with the box wrench.
Mit Steckschlüssel Mutter gut anziehen.

Use metal cement
Metallkleber

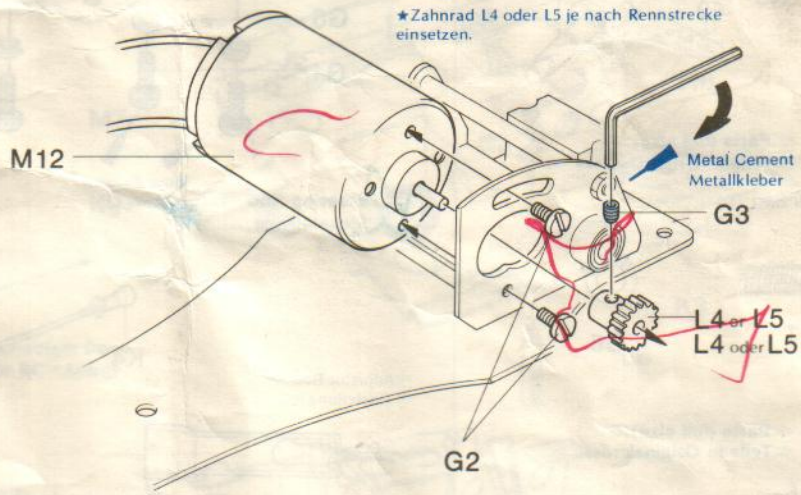




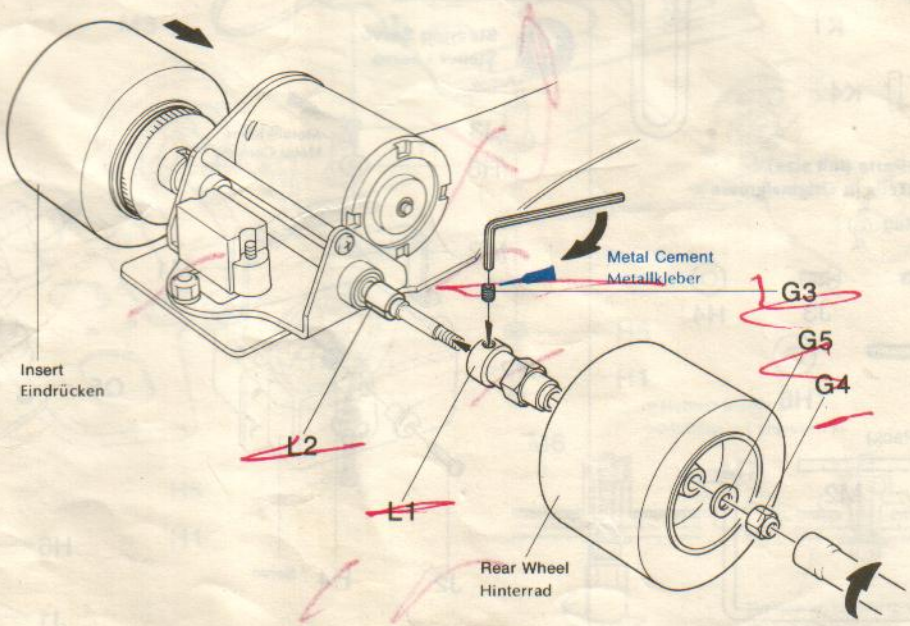
Flash on the shaft or metal hinders smooth rotation. Remove it carefully with a file.
Achsen und Wellen müssen glatt sein.

4 Motor

★Choose either L4 or L5 according to the course.
★Zahnrad L4 oder L5 je nach Rennstrecke einsetzen.

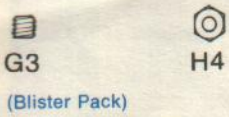


5 Assembly of Rear Shaft Einbau der Antriebswelle

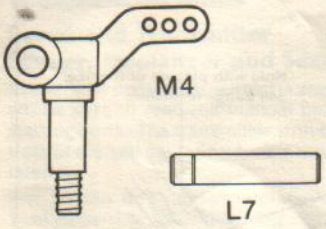


6 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

(Screw Bag ①) (Screw Bag ②)

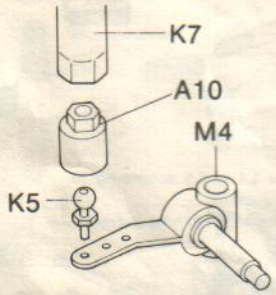


(Blister Pack)



(Rod Bag)

★Screw K5 using A10 with box wrench.
★A10 auf K5 stecken und mit Steckschlüssel einschrauben.



7 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

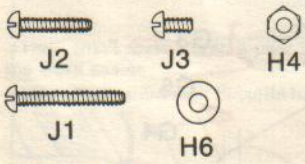
(Screw Bag ①)

8 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

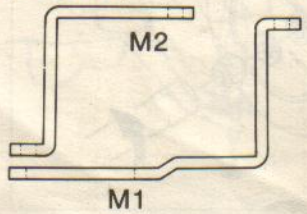
(Rod Bag)

9 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

(Screw Bag ②)

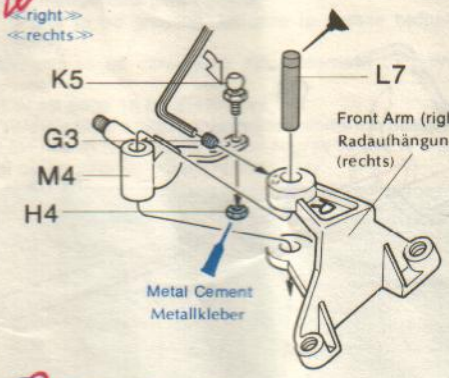


(Blister Pack)

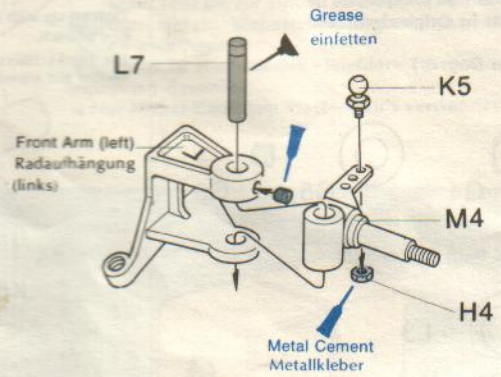


6 Front Arm Vorderradaufhängung

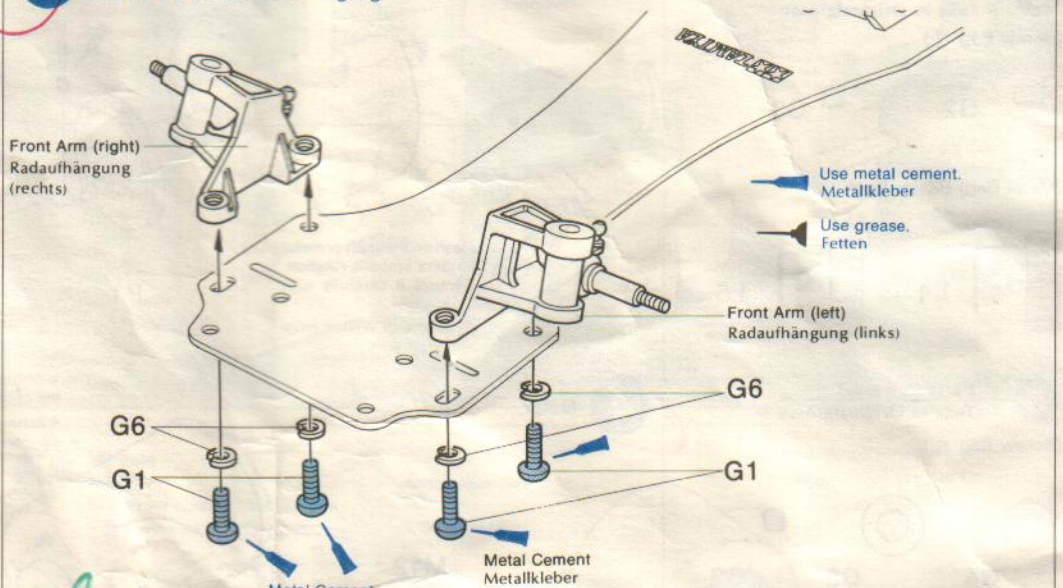
≪right≫ ≪rechts≫



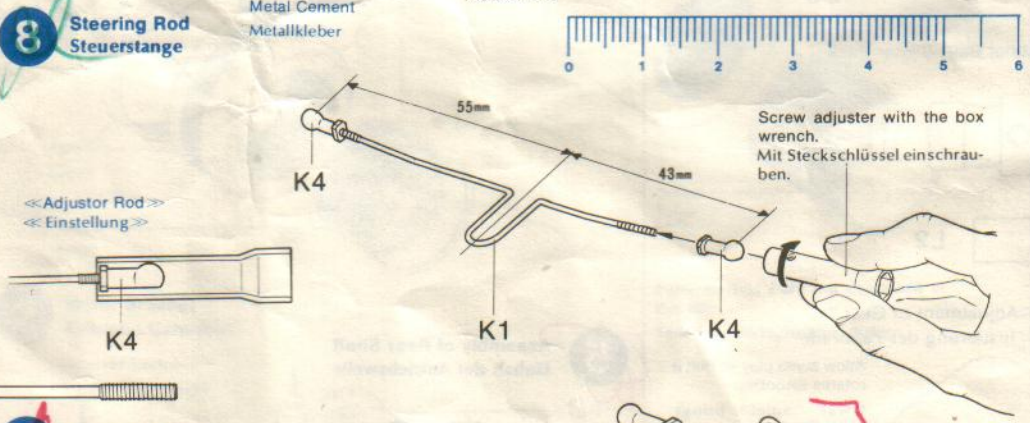
≪left≫ ≪links≫



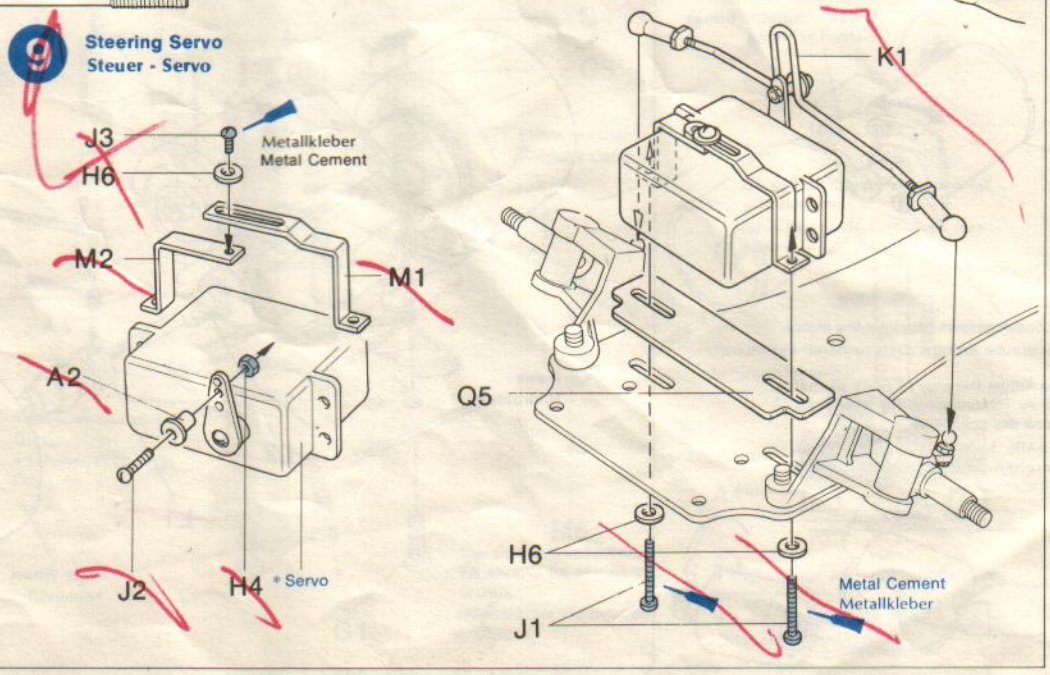
7 Fixing of Front Arm Einbau der Vorderradaufhängung



8 Steering Rod Steuerstange

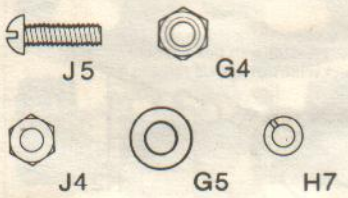


9 Steering Servo Steuer - Servo



10 ≪Parts (full size)≫
≪Teile in Originalgrösse≫

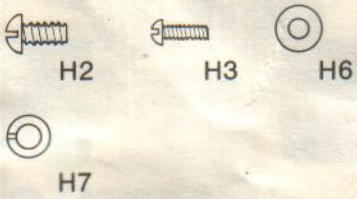
(Screw Bag ②)



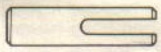
(Blister Pack)

11 ≪Parts (full size)≫
≪Teile in Originalgrösse≫

(Screw Bag ③)



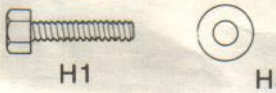
(Metal Bag) Blister Pack



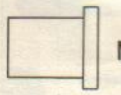
(Rod Bag)

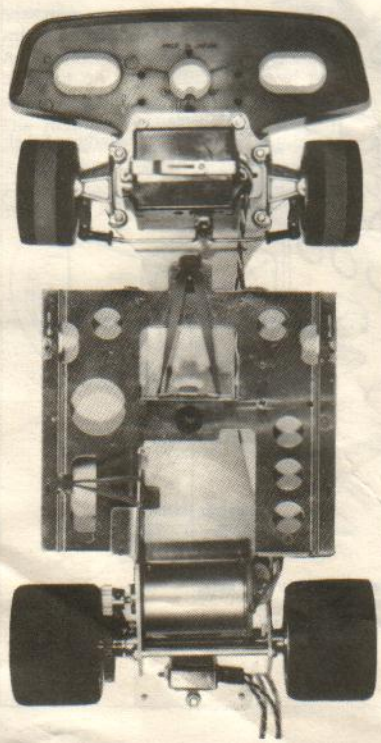
12 ≪Parts (full size)≫
≪Teile in Originalgrösse≫

(Screw Bag ③)

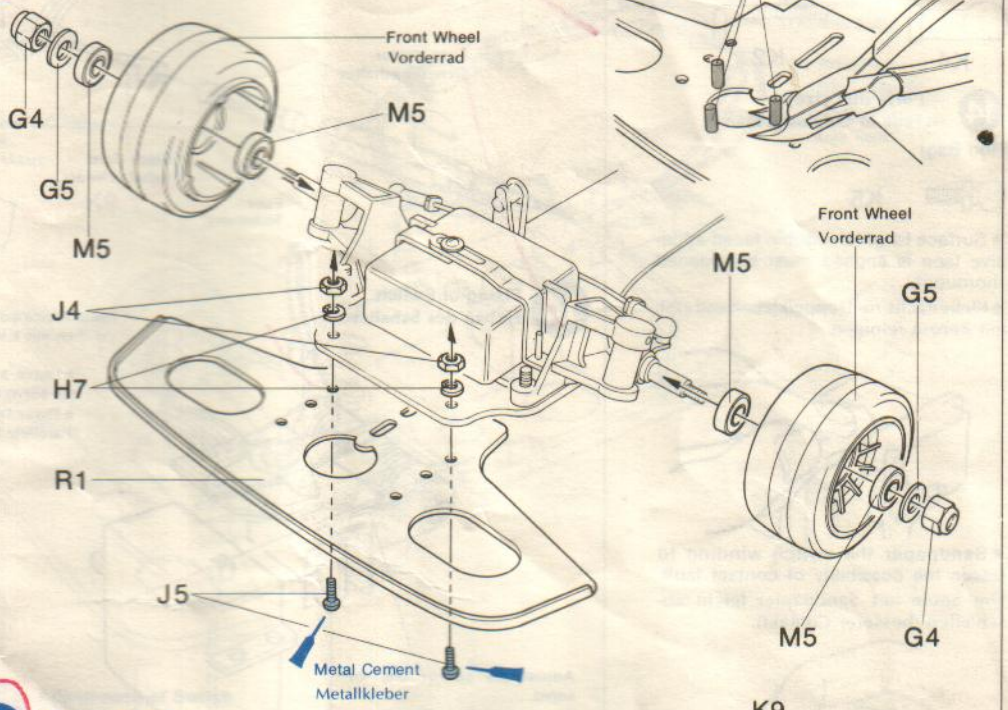


(Blister Pack)

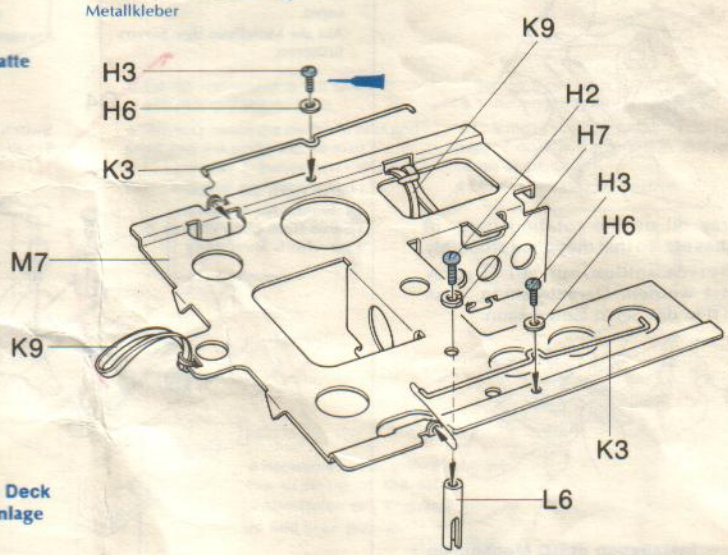




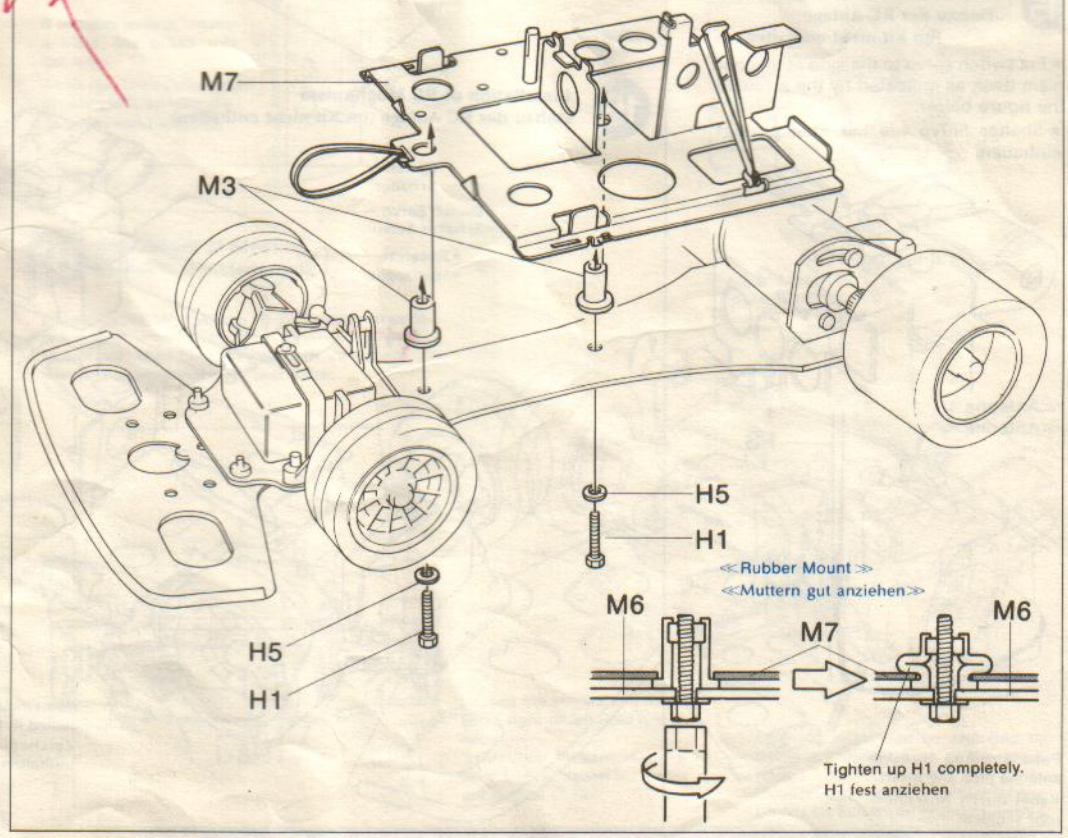
10 Fixing of Front Wheel
Zussammenbau der Vorderrad - Achse



11 Mechanism Deck
Chassis - Mechanik Platte

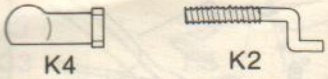


12 Fixing of Mechanism Deck
Halteplatte für RC - Anlage



13 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

(Rod Bag)

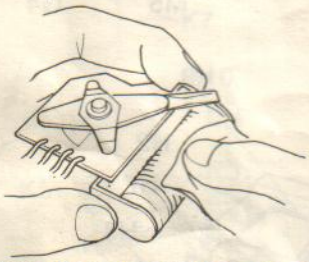


14 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

(Rod Bag)

★ Surface to which double faced adhesive tape is applied must be cleaned thoroughly.
★ Klebefläche für Doppelklebeband erst mit Benzin reinigen.

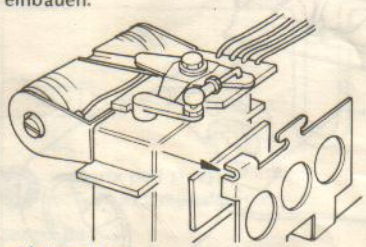
★ Sandpaper the switch winding to lessen the possibility of contact fault.
Die Spule mit Sandpapier leicht abschleifen (besserer Contakt).



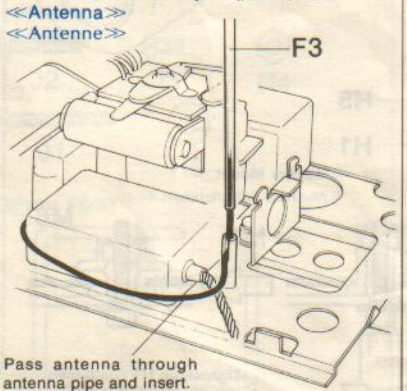
★ Spray oil on the rotating parts of switches etc. so that they work smoothly.
Die Servos sollten nur mit Ölspray gefettet werden. Darauf achten, dass kein Öl in das Servo laufen kann.

15 ≪Installation of RC Mechanism≫ ≪Einbau der RC Anlage (Im Kit nicht enthalten)≫

★ Fix switch servo to the side of mechanism deck as indicated by the arrow in the figure below.
★ Shalter Servo wie mit Pfeil gezeigt einbauen.



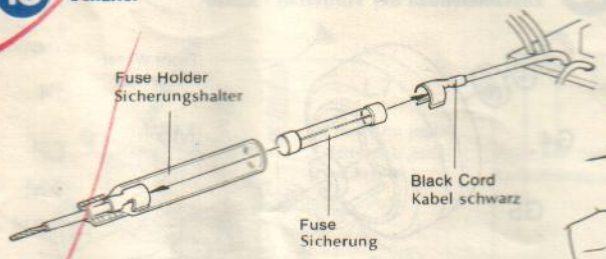
≪Antenna≫
≪Antenne≫

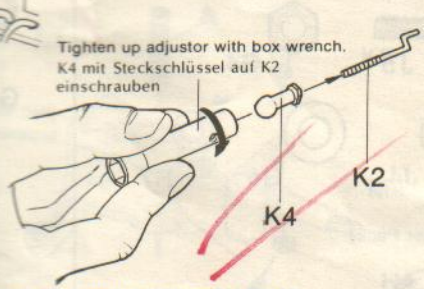


Pass antenna through antenna pipe and insert.
Kabel durch Antennenrohr schiben.

13 Switch Schalter

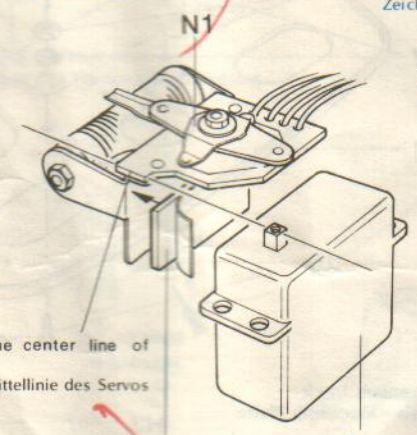
≪Switch Rod≫
≪Schalterstange≫



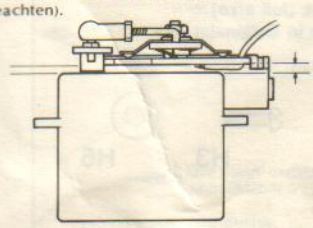


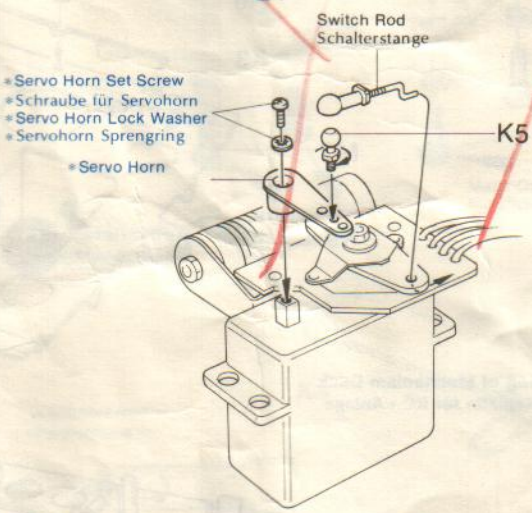
Items indicated with * are not contained in this kit.
Zeichen mit * im Kasten nicht enthalten.

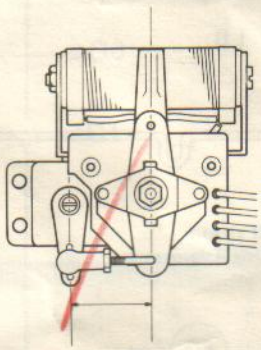
14 Fixing of Switch Einbau des Schalter



★ Leave a little space between the switch and the servo so that these are parallel.
★ Etwas Luft zwischen Schalter und Servo lassen (Parallele beachten).

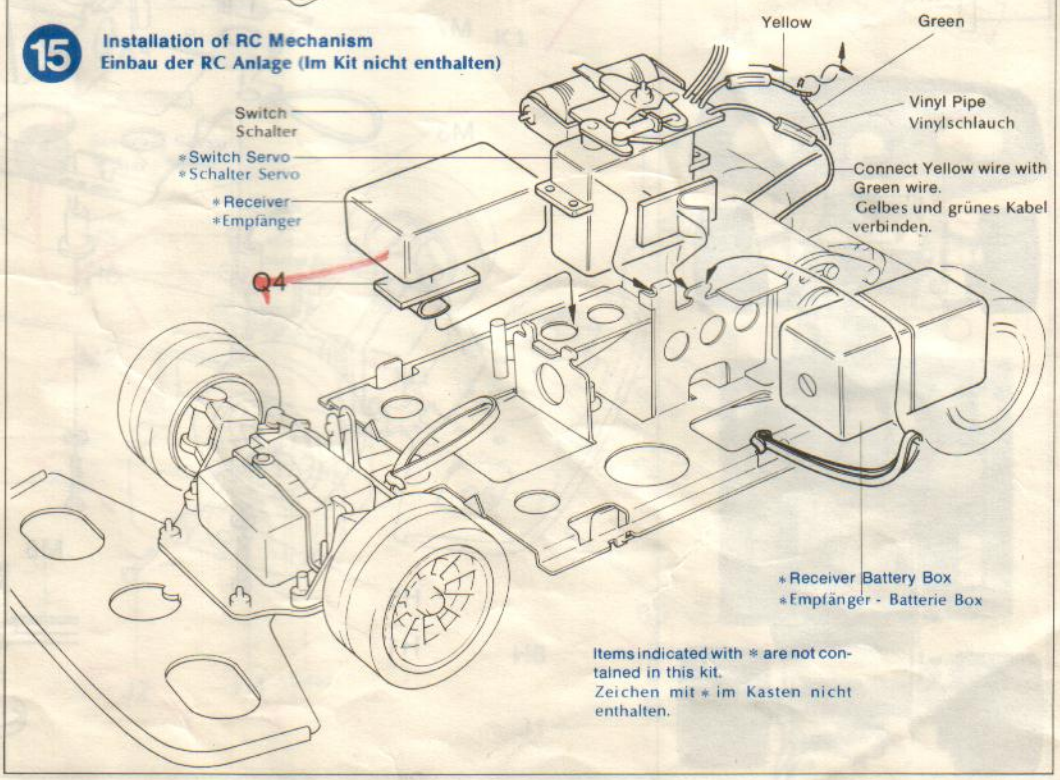






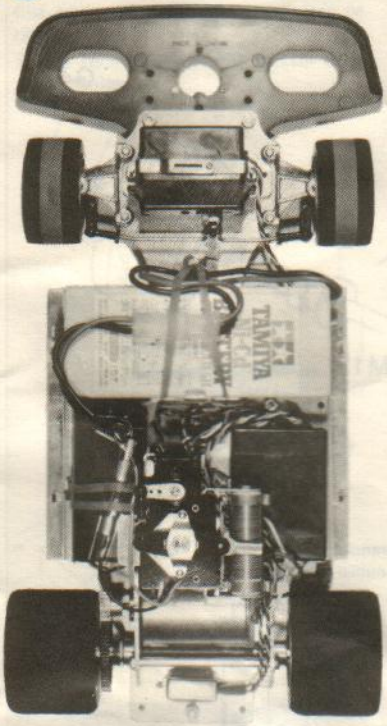
★ Adjust rod length so that these are parallel with each other.
★ So einsteller, dass Schalterstange und Servohorn parallel stehen.

15 Installation of RC Mechanism Einbau der RC Anlage (Im Kit nicht enthalten)



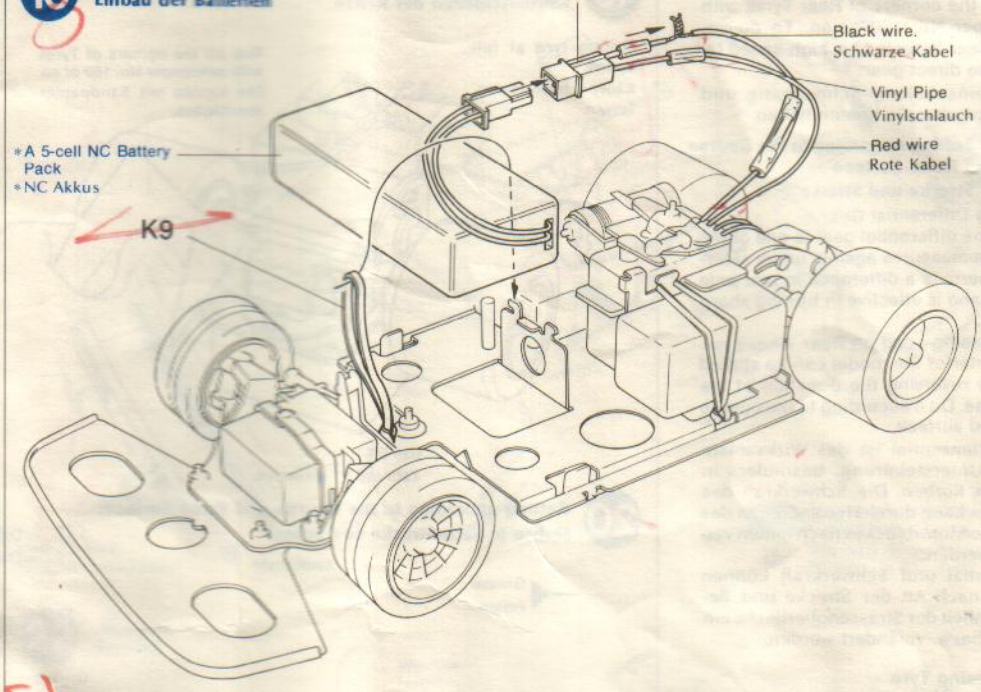
Items indicated with * are not contained in this kit.
Zeichen mit * im Kasten nicht enthalten.

16 ≪Installation of Battery≫ ≪Einbau der Batterie≫



16 Installation of Battery Einbau der Batterien

* The connectors illustrated are not contained in this kit.
* Kabel-Kupplungen im Kit nicht enthalten.



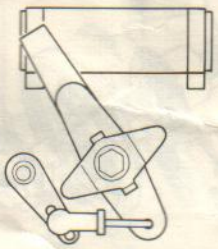
17 ≪Adjustment of Switch≫ ≪Einstellen des Schalterservos≫

Performance of switch depends upon how it is attached. Adjust it properly to obtain good performance.

Die Leistung des Schalters hängt ab vom Einbau. Richtige Einstellung bringt gute Leistung.

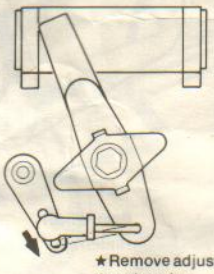
17 Adjustment of Switch Einstellen des Schalterservos

1 Normal



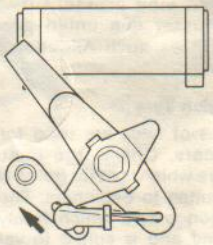
2 Switch movement is too small.
2 Schalterstellung zu klein

★This may cause the switch to heat and seize and the body, etc. to melt.
★Es kann der Schalter heiss werden, sich "fressen" und brennen.



3 Switch movement is too great.
3 Schalterstellung zu gross

★This may cause the switch metal to be caught on the top position and also cause short circuit.
★Es kann Kurzschluss geben

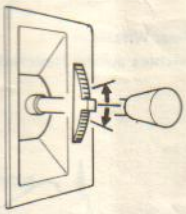


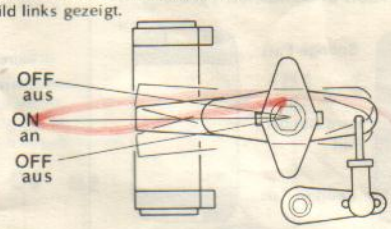
★Remove adjuster with reference to the drawing of the left.
★Abnehmen des Regulierkopfes ist im Bild links gezeigt.

≪Adjustment of Brake≫ ≪Einstellen der Bremse≫

If the trim lever is moved a little, the brake will not work.

Wenn der Trimmhebel nicht gerade steht, können die Bremsen nicht arbeiten.





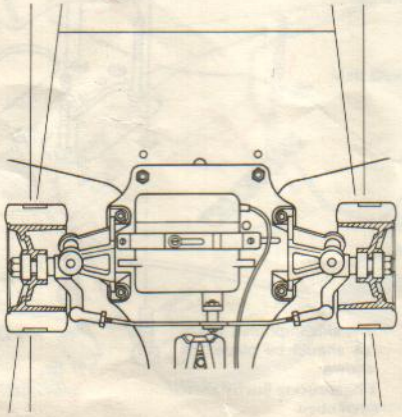
18 ≪Adjustment of Steering≫ ≪Einstellen der Steuerung≫

Steering characteristics have a great influence on the control of the model. Adjust steering so that the model can go straight on for a distance of at least about 5 m.

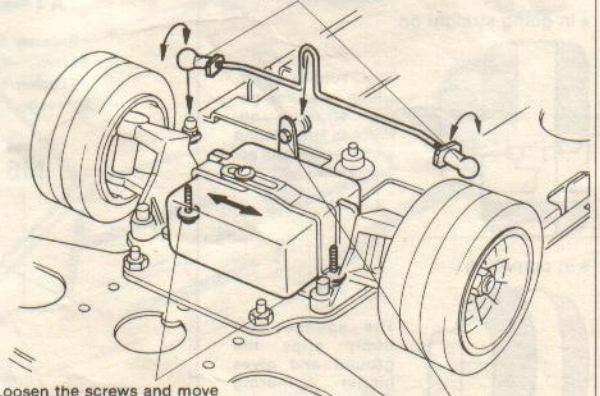
Die richtige Einstellung der Steuerung hat grossen Einfluss auf die Kontrolle des Modelles 5 Meter mindestens sollte das Fahrzeug gerade fahren = richtige Einstellung.

18 Adjustment of Steering Einstellen der Steuerrung

Make sure that toe in is from 1°~2° to ensure straight line motion.
In unterer Abbildung ist deutlech zu sehen, wie die Vorspur eingestellt sein sollte.



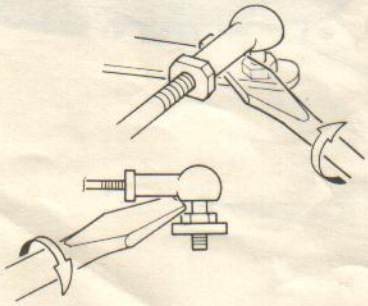
Adjust toe-in
Spureinstellung



Loosen the screws and move servo right or left until it is in neutral.
Schrauben lockern, nach R oder L verschieben bis Servo auf neutral steht.

Steering angle can be changed by using a different hole of the servo horn.
Steuerwinkel kann durch Wechsel der Löcher am Servohorn geändert werden.

≪How to remove adjustor≫ ≪Abnahme des Regulierkopfes≫



19 ≪Sandpapering of Rear Tyres≫
≪Kantenschleifen der Reifen≫

Rub off the corners of Rear Tyres with sandpaper No. 180 or so. To do so, rotate Rear Wheels at a high speed by using the direct gear.
Motor einschalten, Schnellgang und Sandpapier an die Kanten halten.

20 ≪Setting According to the Course and Road Surface≫
≪Strecke und Strasse≫

≪Using Differential Gear≫

Using the differential gear is one of the effective measures against under steering. It permits a difference in rear axle speeds and is effective in turning sharp corners.

≪Increasing Load on Rear Wheels≫

The center of the model can be shifted back by reversing the direction of the gear case. Do it according to the course and road surface.
Das Diffenrential ist das Wirksamste gegen Untersteuerung, besonders in scharfen Kurben, Die Schwerkraft des Modelles kann durch Herumdrehen des Getriebe/Motorblockes nach hinten verlagert werden.
Differential und Schwerkraft können also je nach Art der Strecke und Beschaffenheit der Strassenoberfläche eingebaut bezw. verändert werden.

≪Choosing Tyre≫

Choosing tyres according to the course, road surface and weather.
Tamiya sells a variety of tyres as spare parts. All-weather front and rear tyres are available in addition to the tyres shown below.
These tyres are not contained in this kit.

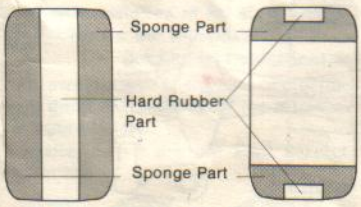
≪Reifenwahl≫

Die Reifen sind je nach Strecke, Strassenoberfläche und Wetter zu währen. Tamiya hat eine grosse Auswahl an Reifen. Ausser den unten gezeigten Reifen gibt es noch Allwetter Reifen. Vorne/Hinten.

≪Sandwich Tyre≫

Two types of tyres are used for radio control cars. One is the pneumatic rubber tyre which is fit for going straight on and suited to beginners. The other is the sponge tyre which firmly grips the ground and is suited to veterans. Tamiya Sandwich Tyre for front wheels has the merits of both of them.

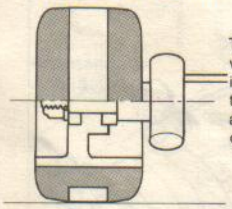
≪Construction of Sandwich Tyre≫



≪Effects of Sandwich tyre≫

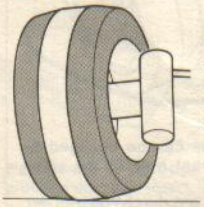
The front arm of Tamiya Special Chassis for racing has a caster angle. The angle of the front axle changes through the agency of the caster angle.

★In going straight on.



The rubber part, which is fit for going straight on, touches the ground and gives smooth acceleration.

★In cornering

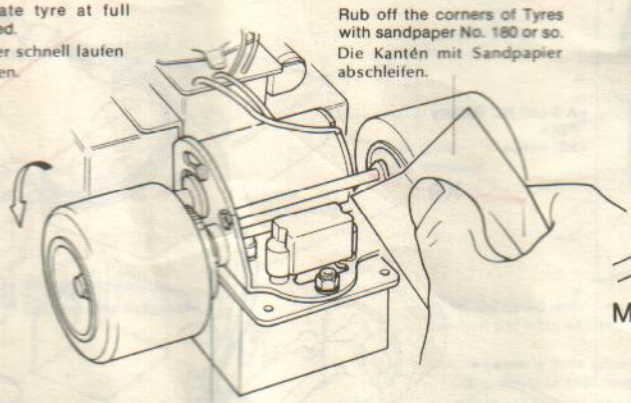


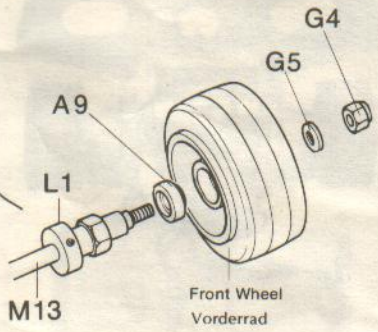
The sponge part firmly grips the ground and gives higher cornering speed.

19 Sandpapering of Rear Tyres
Kantenschleifen der Reifen

Rotate tyre at full speed.
Räder schnell laufen lassen.

Rub off the corners of Tyres with sandpaper No. 180 or so.
Die Kantén mit Sandpapier abschleifen.

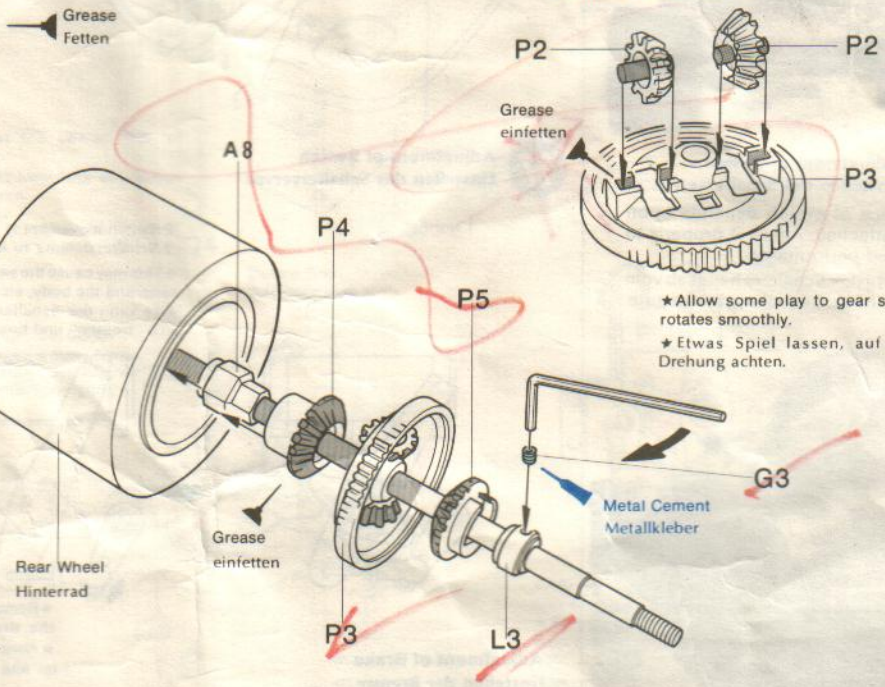




Use P1
Zahnrad P1 einsetzen.

20 Setting according to the Course and Road Surface.
Einbau je nach Strecke und Strasse

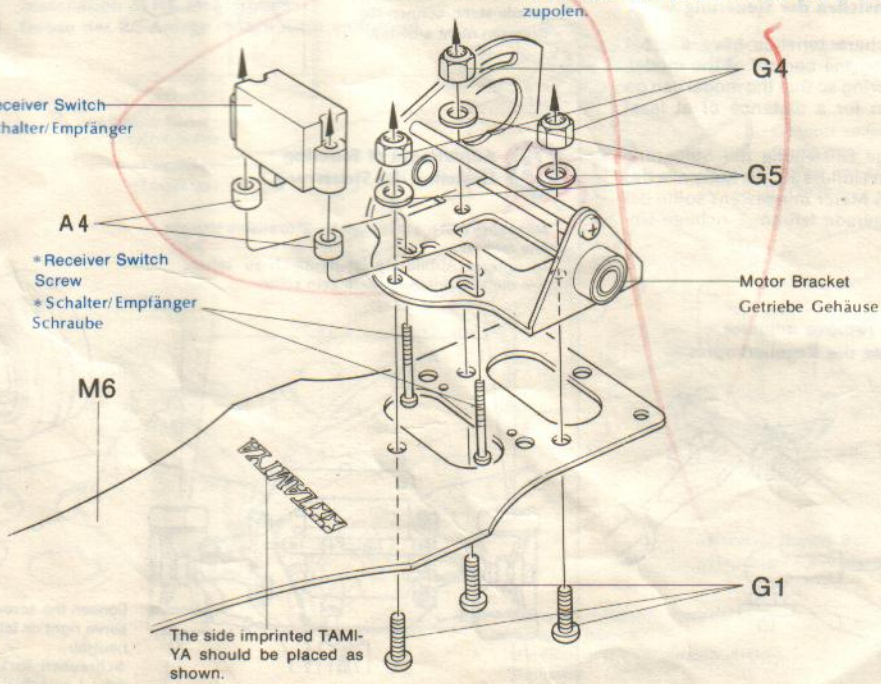
≪Differencial Gear≫
≪Differential - Getriebe≫



★Allow some play to gear so that it rotates smoothly.
★Etwas Spiel lassen, auf leichte Drehung achten.

≪Increasing Load on Rear Wheels≫
≪Verlagerung des Gewichtes auf der Hinterachse≫

★If motor bracket has been reversed, the connection between motor and switch must be also reversed.
★Wenn Getriebe/Motorblock herumgedreht wurde, ist auch das Kabel zwischen Motor und Schalter umzupolen.

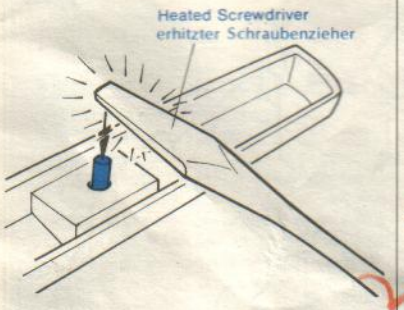


The side imprinted TAMIYA should be placed as shown.
Eingedrückte Buchstaben nach oben.

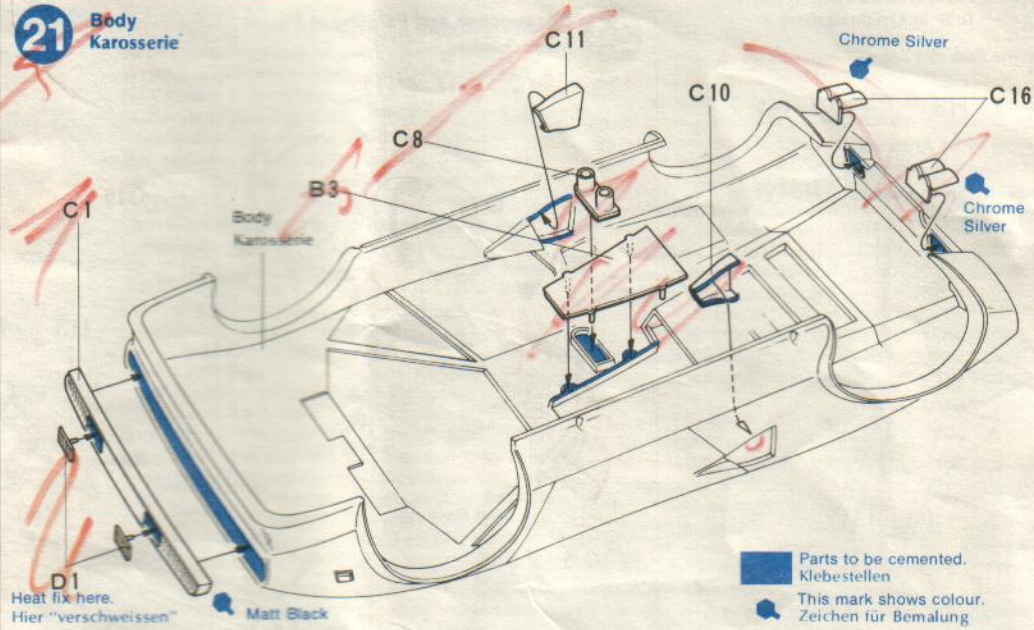
21 ≪Body≫ ≪Karosserie≫

Cut parts off carefully with cutter or nipper.

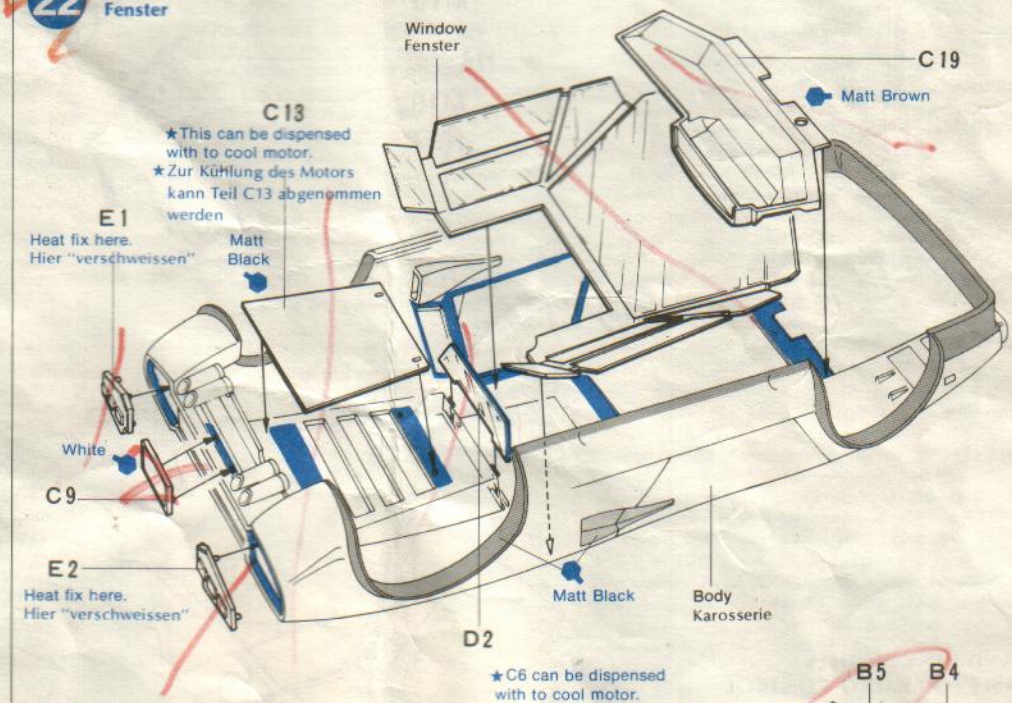
Kleine Teile hält man mit Messer oder Zwickzange.



21 Body Karosserie

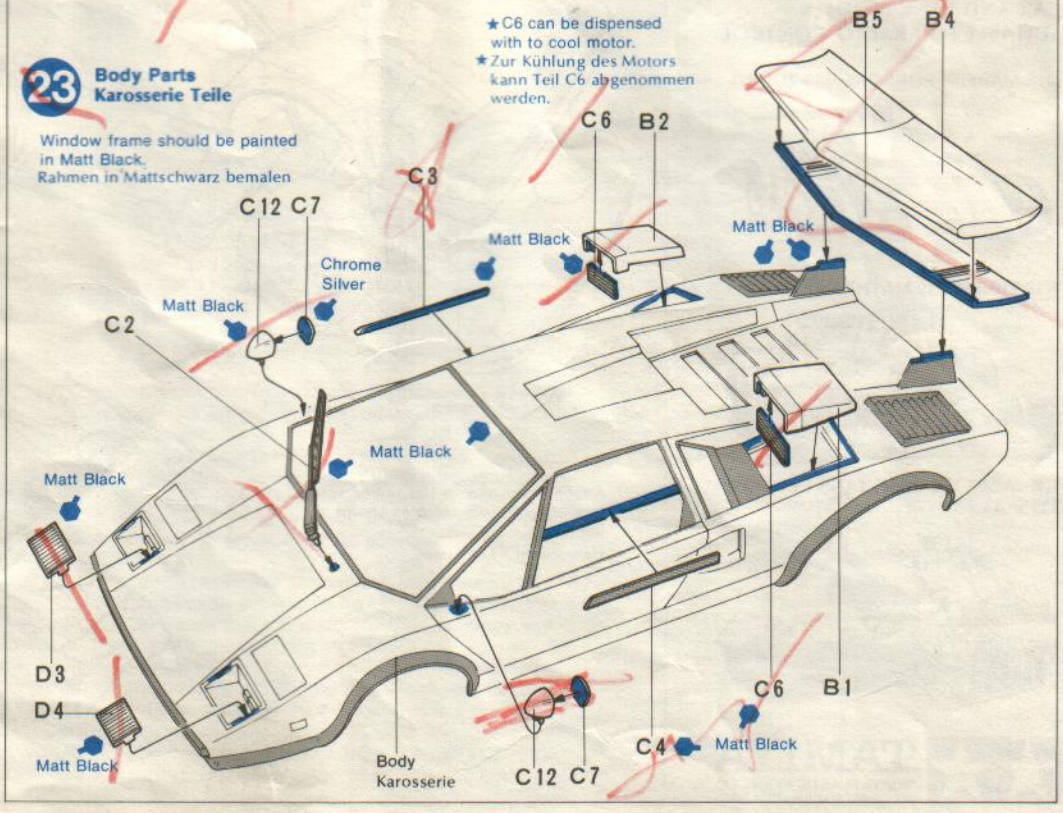


22 Window Fenster



23 Body Parts Karosserie Teile

Window frame should be painted in Matt Black.
Rahmen in Mattschwarz bemalen



24 ≪Parts (full size)≫ ≪Teile in Originalgrösse≫

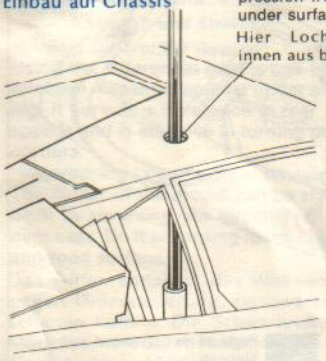
(Screw Bag ③)

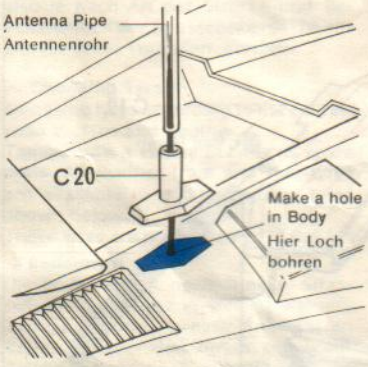
H3 H4

≪How to fix Antenna≫
≪Einbau der Antenne≫

When fixing to chassis
Einbau auf Chassis

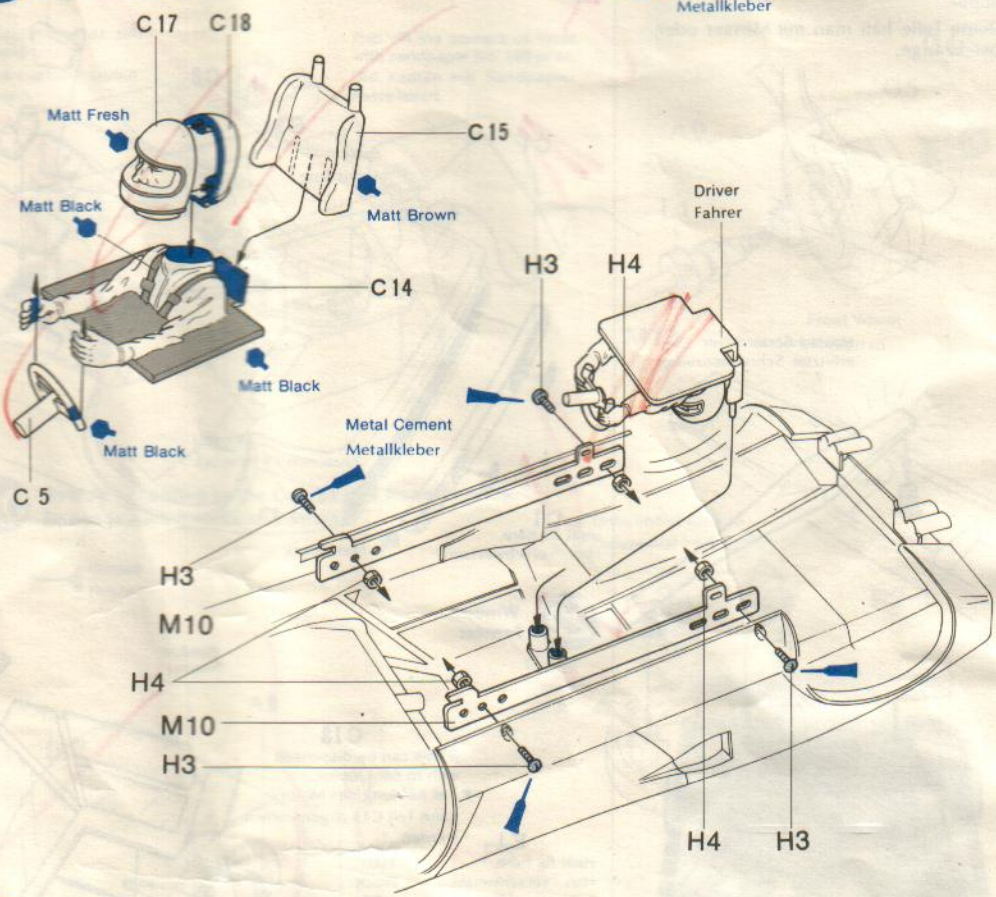
Make a hole in depression from the under surface.
Hier Loch von innen aus bohren.





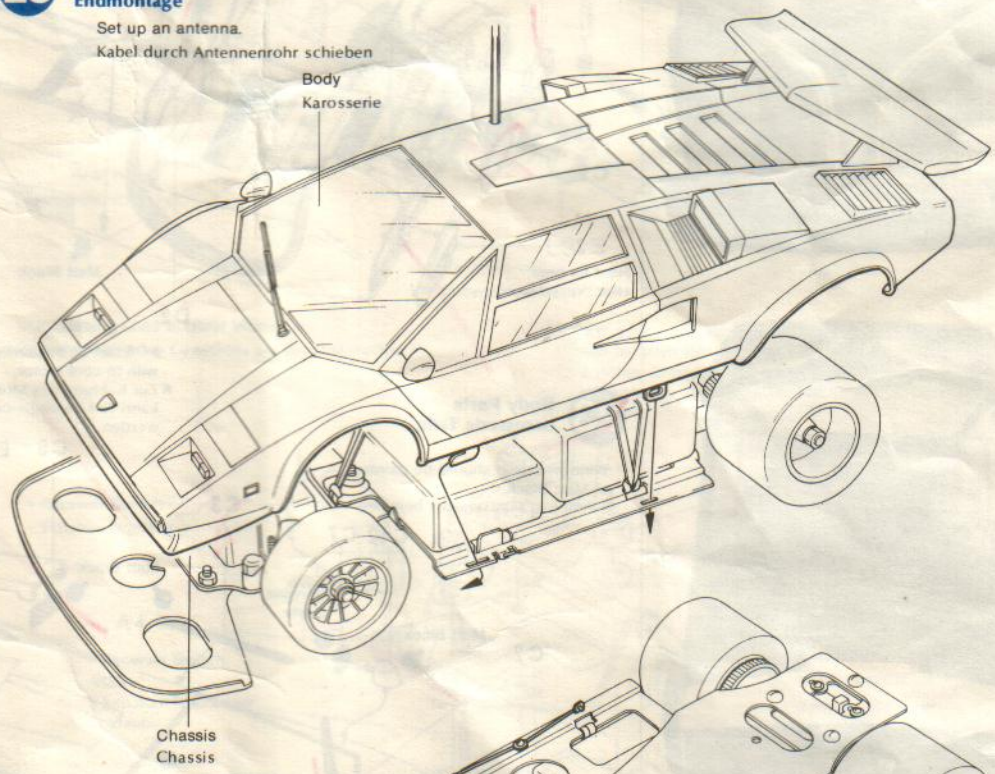
24 Construction and Painting of Figure
Männchenbau

Metal Cement
Metallkleber

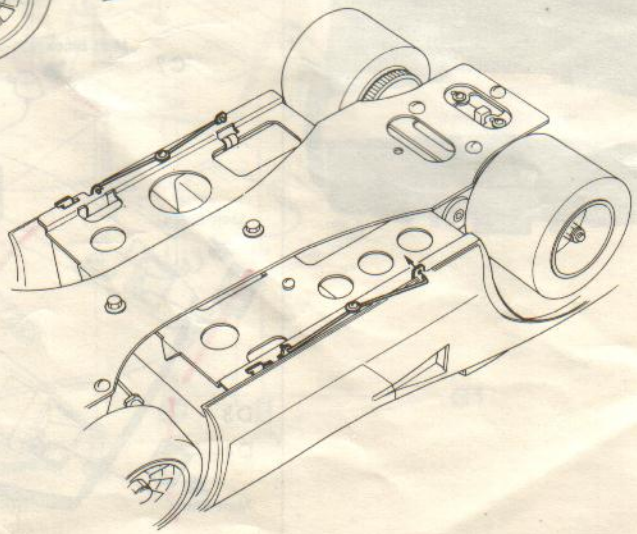


25 Completion
Endmontage

Set up an antenna.
Kabel durch Antennenrohr schieben



Attach catch pin to the under surface of each body catch as shown in the figure.
Haltefedern K3 einrasten



CAR AND TANK MODELS SUITABLE FOR RADIO CONTROL

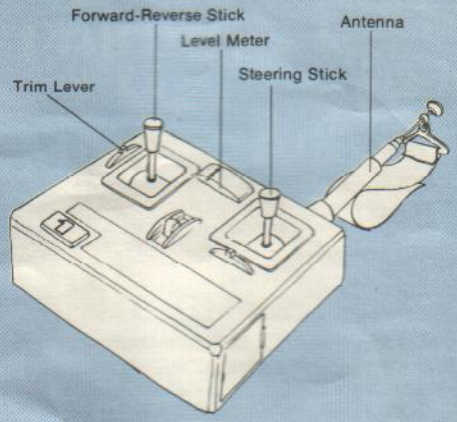
1/12 MARTINI PORSCHE 936 TURBO

1/10 LIGIER JS9 MATRA

1/16 WEST GERMAN TANK LEOPARD TYPE A4

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

1 OPERATION OF COUNTACH LP 500S



❶ OPERATION OF COUNTACH LP 500S

(1) Driving Techniques

A. Forward and Reverse

If the forward-reverse stick is pushed up slightly, the Countach LP 500 S will move forward. If the stick is pushed down, the car will move backwards. If the stick is pushed to its full extent,the car will run at full speed. When the car is running forward, pushing down the stick is used as an emergency stop. If the stick is returned to the neutral position, the switch is off, and the car will slowly come to a halt.

B. Steering

If the steering stick is gradually pushed to the right, the car will turn to the right. When the stick is moved to the extreme right, the car is on maximum right lock. Thus the car makes various turns according to the position of the steering stick. Similarly, the car can turn to the left in the same manner. If the steering stick is returned to neutral, the car will run straight.

❷ Running in.

(1) Inspection before running.

Put the car on the small box provided for metal parts.

a) Make sure that the gear, wheels, and pinion etc. move smoothly. Apply grease and oil to the gears, axle shaft, bearings etc. Some tolerance is necessary in the meshing of the gears and axle shaft.

b) Make sure that the gear box is free from dust, grit etc.

c) Make sure that all connections are secure and correct.

d) Make sure that all screws, nuts and bolts are tight.

e) Operate the transmitter gradually and make sure that the servos respond correctly.

f) Correctly position antenna.

g) Make sure that the wheels do not touch the box or the car and that wire is not wound around the gear box, servo horn or rod.

(2) Test operation for adjustment.

Lift the body as shown and run the motor for a few minutes, so that the gears, axle shafts and bearings adjust themselves to use.

a) Run the motor on trial for one minute at low speed, and for another minute at high speed. In so doing, make sure that no abnormal noise is heard especially from the gear box. (An abnormal noise will be heard if the shaft is over heating.) In this case, some oil and grease must be supplied to the bearings and gearing.

Watch bearing surfaces when the motor is running so that it will stand up to long use at high performance without trouble.

(3) Techniques.

a) Do not let the car run fast for at least five minutes, and choose only flat ground for trial running.

b) Make sure that the controls, low speed, high speed, stop, and reverse function correctly.

c) After five minutes test running, check each screw and tighten them again. To avoid the loosening of screws, rapid cure adhesive or screw lock cement are recommended.

❸ Fuse

* If the fuse has blown, investigate and remove the cause before putting in a new one.

* The fuse is used as a safeguard against short circuits which can be caused by wrong wiring, etc. When a 5-cell nickel cadmium battery is used.

(1) Causes of Short circuit

(a) Short circuit by wrong wiring

The switch cords which should be connected with the motor are connected with a 5-cell nickel cadmium battery.

(b) Short circuit by imperfect insulation

The joints between the motor cords and switch cords must be perfectly insulated with vinyl pipes, etc. If the exposed wires of the cords at the joints come in touch with the body or other metal parts, short circuit will occur.

(c) Short circuit by contact between the switch plate metal and chassis.

Positive current flows in the switch plate metal, while negative current flows in the chassis and gearbox. If the former comes in touch with the latter, short circuit will occur. In fixing the switch plate metal and gearbox, be careful of their positions so that they are not brought into contact with each other by the shock of collisions. Make sure that there is no error in assembly and no metal pieces are in contact with each other.

(2) DANGER

* Do not use a fuse with larger ampere capacity or substitue wire for the fuse because it blows easily.

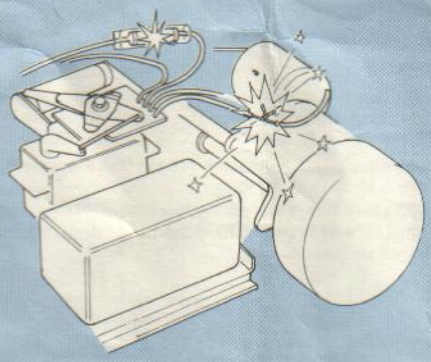
* A 5-cell nickel cadmium battery can furnish strong current. If the fuse does not blow at the time of short circuit, the switch and cords will burn. This is dangerous.

* If you need extra fuses, contact the store at which you bought the kit.

(3) Do not put too much load on the motor

* If the switch is kept on when wheel rotation (motor rotation) is hindered, the motor will heat and burn. If, for instance, grass or string is entangled in the gears or the model car is held down by an obstacle, immediately return the transmitter sticks to neutral and the "Forward-Reverse" changeover switch to the stop position. If the batteries are connected when the switch is on, the model car will start moving. If, in such a case, you hold it down in a hurry, the motor will be overloaded. Be sure to turn off the switch before connecting the power source.

If the motor has seized, the fuse will be liable to blow and the battery will be exhausted soon. In such a case, the motor must be replaced with a new one.



❹ Running Instructions

Tamiya's Countach LP 500 S uses an electric motor and does not make a loud noise. However, it attains high speed, and must be handled with care. Observe the following instructions.

* Antenna Rod must be correctly adjusted.

* Do not touch the gear box when the motor is running

* Do not short circuit the high capacity storage batteries especially when you use nickel cadmium batteries.

* Before switching on the radio control mechanism, make sure that there is no other person transmitting nearby. If there is, compare the type and frequency band of your radio control with those of his. Avoid all possibility of interference.

* If the car moves abnormally, the cause may be radio interference. In such a case, stop the car and make sure that the servos operate correctly and obey the transmitter controls.

* Avoid pools of water and other unreasonable conditions to ensure the long life of your car and radio control unit. Remember this is a precision instrument.

* Remove the batteries from the car and radio control unit when not in use.

❶ Einlaufen

Den Motor einige Minuten laufen lassen, damit sich Getriebe, Achse und Lager einjustieren können. Den Motor eine Minute langsam und eine Minute schnell laufen lassen. Darauf achten, dass kein abnormales Geräusch im Getriebe ist (dies kann durch Überhitzen entstehen - in diesem Fall dann etwas Öl oder Fett in die Zahnräder oder Lager).

Den Wagen zum Prüfen nicht länger als 5 Minuten und nur auf flachem Boden laufen lassen. Darauf achten, dass langsam - schnell - vorwärts - rückwärts - und Halte - Funktionen richtig arbeiten. Danach alle Schrauben und Muttern prüfen, evtl. etwas nachziehen. Tamiya's Countach LP 500 S hat einen Elektro Motor und macht fast kein Geräusch. Dieser Motor fährt jedoch sehr schnell und muss mit Sorgfalt behandelt werden.

(1) Auf Folgendes ist zu achten:

* Antennenkabel muss richtig sitzen

* Nicht bei laufendem Motor ins Getriebe greifen

* Spannung nicht Kurzschliessen, speziell bei Nickel Cadmium Akkus.

* Bei Einschalten des Senders darauf achten, dass nicht noch einer in der Nähe "funkt". Frequenz prüfen, damit nicht zwei auf einer Welle funken. Wellensalat vermeiden.

* Wenn der Wagen nicht richtig fährt, Sender und Empfänger überprüfen, ebenso Servos.

* Um Wasserlachen besser herumfahren, sonst unreparabler Schaden am Fahrzeug.

* Nach "Feierabend" Batterien aus Sender, Empfänger und Antrieb entfernen.

❷ Running in Inspektion

Fahrzeug auf kleine Schachtel stellen. Überprüfen ob Zahnräder, Räder und Getriebe leicht drehbar sind. Evtl. Fetten oder Ölen wo notwendig an Wellen und Lagerbüchsen. Zahnräder und Wellen müssen etwas Spielraum haben.

Getriebe muss staubfrei sein!

Alle Schrauben und Muttern müssen festgezogen sein. Alle Stromkabel müssen gut angeschlossen sein. Sender betätigen und prüfen, ob alle Servos richtig arbeiten. Sitzt Antenne richtig? Räder dürfen Karosserie nicht berühren. Darauf achten, dass Kabel das Getriebe oder die Servos nicht berühren oder klemmen.

(1) Am Start

Batterien für Motor, Sender und Empfänger einlegen. Alle Hebel auf "neutral" stellen. Sender einschalten. Empfänger einschalten. Alle Hebel kurz der Reihe nach betätigen, darauf achten, dass alle Funktionen richtig arbeiten. Evtl. nachjustieren an Trimmhebeln.

Obiges muss der Reihe nach gemacht werden. Wenn nämlich der Empfänger vor dem Sender eingeschaltet wird, dann kann durch einen anderen Funker das Fahrzeug unkontrolliert in Bewegung gesetzt werden. Bei Feierabend alles wiederholen und Batterien herausnehmen.

Nach dem Vergnügen das Fahrzeug reinigen, Sand und Staub vom Fahrzeug entfernen, Getriebe ölen und nachfetten, ebenso Achsen und Lagerbüchsen sowie alle Teile überprühen.

❸ Sicherung:

Wenn die Sicherung durchbrennt, vor einsetzen einer Neuen, erst die Fehlerquelle beseitigen. Bei Verwendung von Nickel Cadmium Akkus ist dies vielleicht möglich.

(1) Kürzschlüsse entstehen:

(a) Schalterkabel zum Motor sind an Energiequelle angeschlossen.

(b) Kurzschluss durch schlechte Isolierung: Kabel an Motor und Schalter müssen in Vinylschläuchen stecken, sonst bei Berührung mit Metall Kurzschluss.

(C) Kurzschluss zwischen Schalter und Chassis: Plus-Storm fliesst in Schalter, Minus in Getriebe und Chassis. Plus und Minus-Teile dürfen sich nicht berühren.

(2) Vorsicht:

Keine Sicherungen mit grösserer Ampere verwenden. - Nicht überbrücken! Nickel Cadmium Akkus erzeugen grosse Leistung, Wenn Sicherung nicht durchbrennt, kann Schalter und Kabel brennen. Gefährlich!

Wenn Fahrzeug durch Stroh, Gras oder sonstige Hindernisse zum stehen kommt, sofort abschalten! Schalthebel für Steuerung auf neutral stellen, Vorwärts/rückwärts auf stop.

Vor Einsetzen der Batterien alles auf "aus" stellen.

Wenn der Motor "HEISS" läuft, haut's die Sicherung heraus und die Batterien laufen leer In solchem Fall: Motor erneuern.

countach LP500S CS

TROUBLESHOOTING

If the car does not run well, read the following.

A). Motor does not turn

A-1 The switch is actuated by the servo. If the servo does not operate, check the switches of transmitter and receiver, and make sure that the voltage and current of the batteries are correct.

A-2 If the motor does not rotate when switch servo operates, check wiring is correct and that there is no short circuit.

A-3 If the motor does not function (a rare occurence), remove wires and check the motor by directly connecting its lead wires to the power source.

A-4 If the Radio Control Unit is not satisfactory, enquire with the manufacturer. The radio control unit is very precisely constructed and must be handled with great care accordingly.

A-5 Isn't the fuse burnt out? If it is, investigate the cause with reference to page 13

B) Motor rotates but the car does not move.

B-1 The screws of the pinion gear, drive gear of differential gear are loose. Check the screws again with allen wrench.

B-2 Examine whether the wheels are properly fitted in. Are their 4mm diam. lock nuts tight enough? If not, tighten them up with the box wrench.

c) Speed is slow.

C-1 The voltage and current of the batteries are incorrect.

C-2 Isn't the original fuse replaced by another one with lager capacity? The latter will allow abnormal current to flow and such current may cause the switch or motor to seize.

C-3 The engagement of pinion gear and drive gear are too tight.
Some tolerance is necessary between rear axle shaft, stopper and gear box, and engagement of the gears.

C-4 Does the switch move well between "fast" and "slow" positions? If not, adjust the length of the switch servo rod so that the switch can be switched well between "fast", "slow", "stop" and "back". Be sure that the distance between the switch and servo horn screws is 32mm.

C-5 If oil supply is not enough, sometimes shaft and bearings overheat.Apply grease and oil to the shaft and shaft holders. If the shaft has overheated, take out the shaft from the car, and polish it to ensure smooth rotation.

C-6 Shaft for rear wheel is loose.

D) The car does not run straight.

D-1 Adjust the position of steering servo to run straight when the steering servo is in neutral.

D-2 Isnt the chassis twisted? It may be twisted by collision in running. If the four wheels do not touch the ground uniformly, the model will not go right on and, in addition, it will not steer right and left at the same angle.

E) The car does not turn as expected.

E-1 Check the movement of the steering servo. If the electric power is low the servo will not move sufficiently.

E-2 Is the servo horn in the proper position?It must be fitted there so that the model turns right and left in the same way.

F) Forward and Backward Functions are Reversed.

F-1 Make sure that the switch and motor wires are correctly connected.

F-2 Make sure that the switch and batteries are connected correctly.

F-3 If the car moves backwards when the forward-reverse stick is pushed up, alternate the wiring of switch plate and motor.

G) Lack of control.

G-1 Antenna must be adjusted correctly.

G-2 Make sure that the power of the batteries is up to standards.

G-3 If the servo moves abnormally when the receiver switch is on, and the transmitter switch is off, another transmitter is causing interference.

STÖRUNGEN UND URSACHEN

A) MOTOR DREHT SICH NICHT

A-1 Der Schalter ist mit dem Servo verbunden. Wenn Servo sich nicht bewegt, Schalter des Empfängers und des Senders, sowie die Stromspannung überprüfen.

A-2 Wenn Schalter und Servo in Ordnung — dann Drahtanschlüsse überprüfen (evtl. Kurzschluß).

A-3 Wenn Motor nicht läuft, evtl. direkt an Batterie zum Prüfen anschließen.

A-4 Wenn Funkanlage nicht richtig arbeitet, zum Fachhändler gehen — NICHT versuchen, SELBST zu reparieren.

A-5 Ist Sicherung durchgebrannt? Fehlerquelle siehe Seite 13

B) MOTOR DREHT, ABER WAGEN LÄUFT NICHT:

B-1 Die Schrauben des Differentials, Ritzel oder Zahnrades sind locker — nachziehen.

B-2 Prüfen ob Räder gut eingebaut sind, evtl. 4mm Muttern nachziehen.

C) GESCHWINDIGKEIT IST LANGSAM:

C-1 Die Spannung der Batterien ist zu schwach.

C-2 wurde die Sicherung (15A) mit einer stärkeren ausgetauscht? Wenn ja, kann Motor oder Servo durch höhere Spannung verbrennen.

C-3 Ritzel und Zahnrad sind zu fest eingestellt, etwas lockern (0,5 mm).

C-4 Lässt sich gut von "schnell" auf "langsam" umschalten? Wenn nicht, dann Länge des Schalter Servo verändern.

C-5 Alle drehbaren Teile müssen immer gefettet sein. Wenn Antriebswelle überhitzt ist, ausbauen, glätten und neu schmieren.

C-6 Antriebswelle ist locker.

D) WAGEN LÄUFT NICHT GERADE:

D-1 Steuerservo auf "neutral" stellen wenn Hebel des Senders ebenfalls auf "neutral" steht.

D-2 Durch Zusammenstösse kann sich das Chassis verziehen. Prüfen, ob alle 4 Räder genau auf dem Boden stehen. Wenn nicht, dann drehen die Vorderräder nicht gleichlaufend beim Lenken.

E) WAGEN FÄHRT NICHT IN DIE GEWÜNSCHTE RICHTUNG:

E-1 Stormspannung für Servos überprüfen. Wenn Spannung schwach, dann dreht Servo auch nicht.

E-2 Das Servohorn überprüfen. Es muss so eingebaut sein, dass links und rechts gleichmässige Drehung erfolgt.

F) VOR- UND RÜCKWÄRTS IST VERWECHSELT:

F-1 Kabelanschlüsse überprüfen.

F-2 Schalter und Batterie-Anschlüsse prüfen.

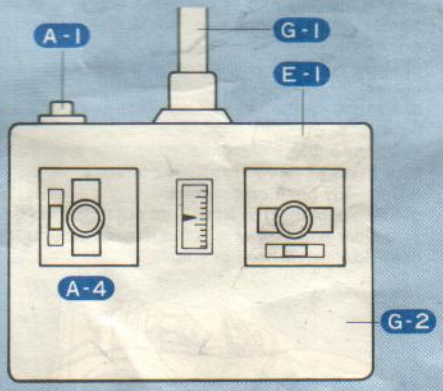
F-3 Evtl. Kabel von Motor und Schalter umpolen.

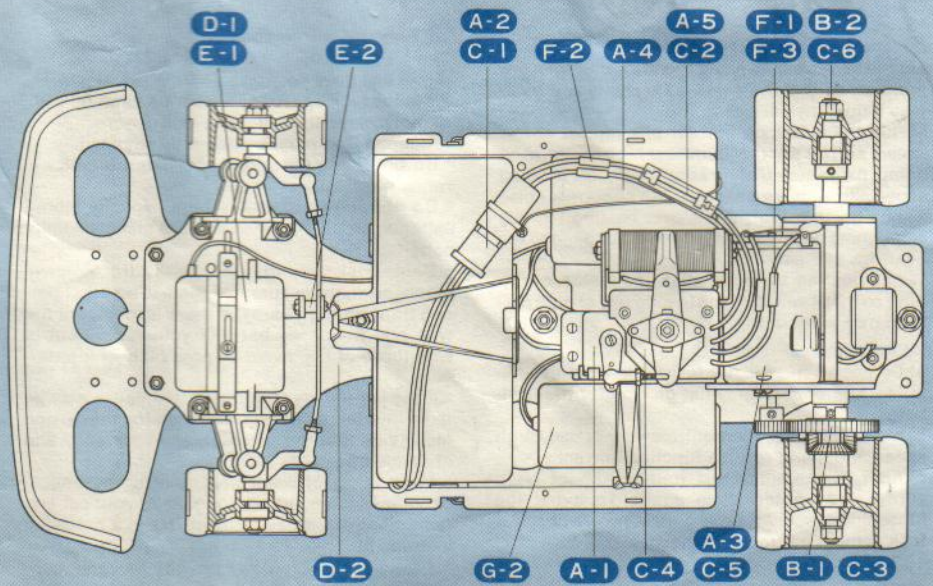
G) NICHT GENAUE KONTROLLE:

G-1 Antenne richtig setzen.

G-2 Batteriespannung ungenügend.

G-3 Wenn sich Servos bewegen wenn Schalter auf "aus" - herrscht Wellensalat - ein anderer Sender stört.





PAINTING & MARKING

Da die Farben unter der englischen Bezeichnung zu erhalten sind, geben wir nur die englischen Namen an. **Keine Farben** auf **Nitrobasis** verwenden !!
Wir übernehmen keine Haftung für Schäden die durch falsche Farbenwahl entstehen. Nur **Farben verwenden,** die **für Polystyrol Plastik geeignet** sind.

≪Painting of Countach LP 500 S≫
≪Bemalung der Countach LP 500 S≫

It is said that two Countach LP 500 S were made one in red and the other in blue, on special orders from Mr. Walter Wolf. It seems that the Countach LP 500 S were made in Black which shape of wing and wheels are a little different from Walter Wolf's machines. But there is a lack of definite information as to them.

Diese "EXOTEN" werden farblich nur je nach Wunsch des Käufers hergestellt. Walter Wolf soll einen Countach LP 500S in rot und einen zweiten in blau gekauft haben.

≪Painting≫

When painting your model remember to try and be as authentic as possible. 10 basic colours are recommended for your use. If you stick by these colours you will convey the real aurora of the actual machine.

≪Bemalung≫

Beim Bemalen des Modelles soll man versuchen, so genau wie möglich zu sein. 10 Grundfarben werden benötigt für eine "echte" Countach LP 500 S.

≪Painting implements≫

Have the following ready to hand: a flat brush for painting large areas, slender and pointed brushes for painting small parts, trays for mixing paints, sprays etc. After painting, remove paint from the brushes with thinner and wash them in water. Lacquer thinner is cheap and good for washing the brushes, but it must be handled with care because it melts plastic.

≪Zubehör für die Bemalung≫

Flacher Pinsel für grosse flächen, dünner und spitzer Pinsel für kleine Teile. Nach Malen den Pinsel mit Verdünner reinigen. Verdünner aber nicht mit Plastik in Verbindung bringen, da sonst Plastik schmilzt.

≪Before Painting≫

Remove all dust dirt and adhesive smears before attempting any painting. Remember painting does not generally hide bad workmanship. As previously mentioned remove excessive glue or joins with a file, sharp knife or very fine emery cloth. Most parts are best painted after assembly, but some inaccessible parts may be painted before removing from the sprue.

≪Vor dem Malen≫

Soll man Staub und Leimreste entfernen. Auch eine gute Bemalung verdeckt nicht schlechte Bauarbeit. Unebenheiten mit Feile oder Klinge entfernen.
Viele Teile lassen sich erst nach dem Zusammenbau bemalen, jedoch die kleinen Teile bemalt man am besten am Sprilzling.

≪Paint≫

Use spray colour to for large areas. Small parts should be painted with a brush.

≪Bemalung≫

Grosse Flächen mit Spray besprühen, kleine Teile mit Pinsel bemalen.

≪Spray painting hints≫

Firstly always spray indoors in windless and dust-free conditions. Spread newspaper under your work. Mix the paint well by shaking the can for three minutes and then test spray against some cardboad from about 20cm, checking that the paint is properly mixed. When spraying the car body, hold the can about 20cm from the plastic, moving the can quickly always in the same direction and ensure an every application. A good tip is to imagine you are spraying a larger surface, i.e. the surrounding newspaper you will then probably achieve a more even finish.

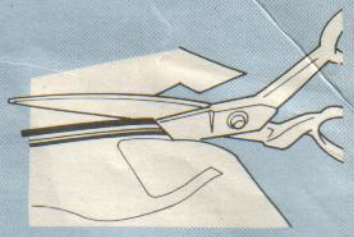
≪Bemalung mit Sprayfarben≫

Nur in zug- und staubfreien Räumen spritzen. Teile auf ausgebreitete Zeitung stellen. Spraydose gut durchschütteln (3 Min) und durch Spritzen auf Karton prüfen, ob Farbe gut gemischt ist. (20cm Abstand). Das Modell in gleicher Richtung grossflächig besprühen. **Keine Sprayfarben auf Nitrobasis** sondern **nur Sprayfarben für Polystyrol Plastik** verwenden.

Shake the spray can for about 3 minutes.
Spraydose tor Sprühen ca 3 Minuten schutteln.

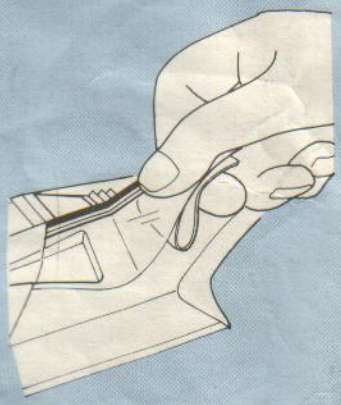
≪Marking≫

(1) Decals are on seals of sticker tape. A decal to be applied should be cut off beforehand.
(2) Peel off the end of lining a little and put the decal in position on the body. Then, remove the lining slowly. In so doing, be careful that the decal does not move out of position and that air is not trapped under it.
If the lining is completely removed in advance, the decal may be wrinkled or contain unwanted air bubbles.



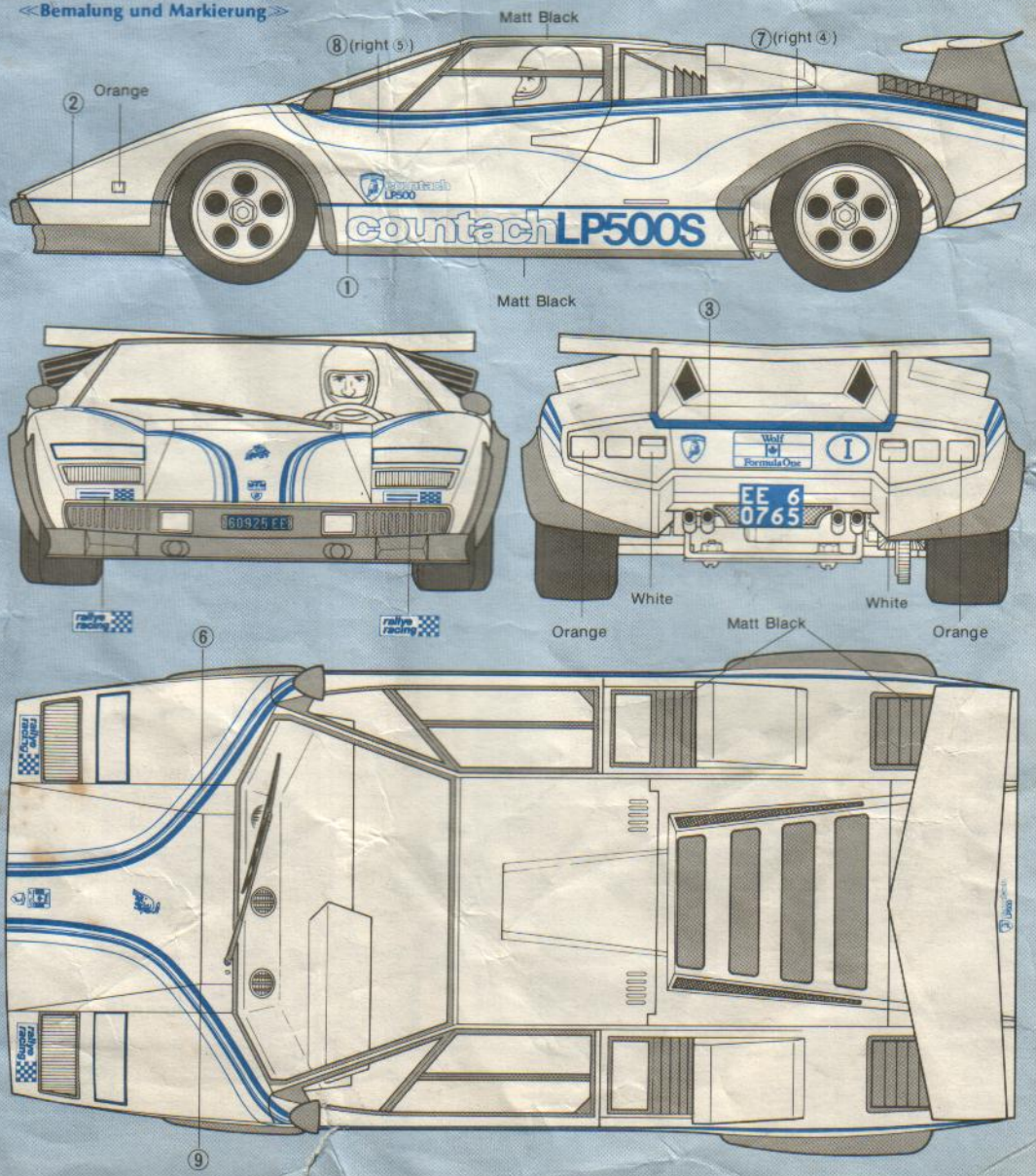
≪Markierung≫

Die Decals sind selbstklebend. Erst ausschneiden, dann anbringen. Das Schutzpapier etwas entfernen. Decals ansetzen und dann vorsichtig aufdrücken und Papier gleichzeitig



abziehen. Wenn das Papier vorher ganz abgezogen wird, kann das Decal zerknittern oder es bilden sich Blasen.

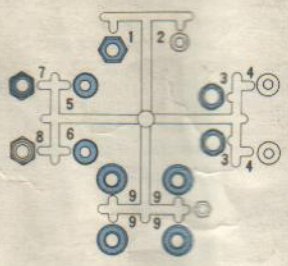
≪Painting and Marking≫
≪Bemalung und Markierung≫



PARTS

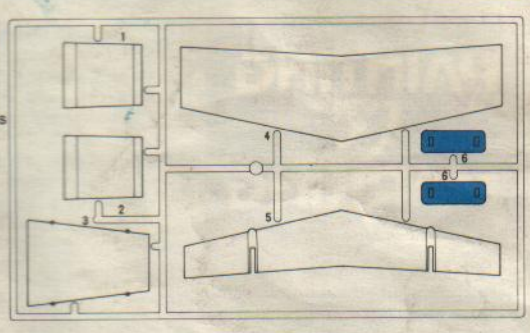
A PARTS

Use parts coloured light blue in Ⓐ when the car will tune up.

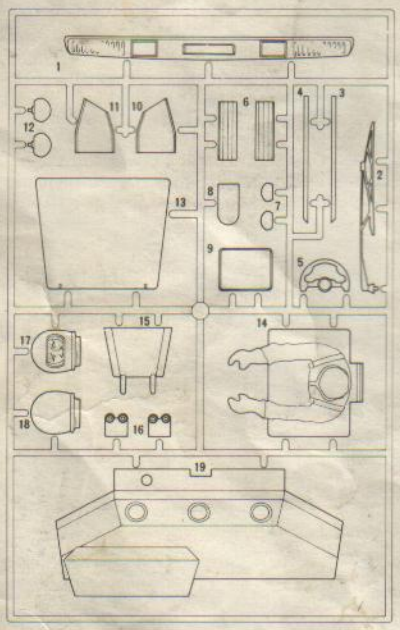


B PARTS

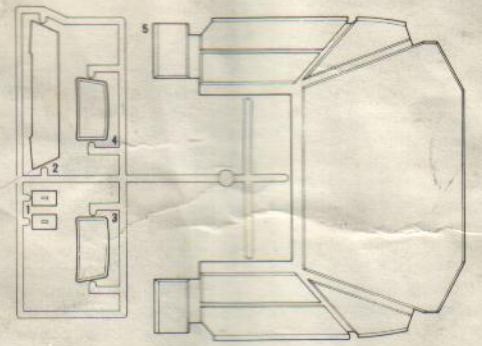
Unnecessary parts



C PARTS

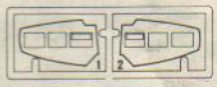


D PARTS

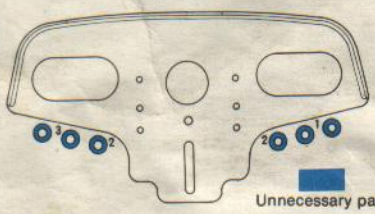


E PARTS

Body F1
Decal F2
Antenna Pipe F3



Bumper R1



Unnecessary parts

BOX

≪Wheel Bag≫

Front Wheel Q1
Rear Wheel Q2

Double Faced Adhesive Tape Q4
Servo Spacer Q5

≪Screw Bag ①≫

4mm × 11 Round Head Screw G1

3mm × 4 Flat Head Screw (Black) G2

3mm Grub Screw G3

4mm Lock Nut G4

4mm Washer G5

4mm Spring Washer G6

≪Scrw Bag ③≫

3mm × 15 Bolt H1

3mm × 6 Round Head Screw H2

2mm × 6 Round Head Screw H3

2mm Nut H4

3mm Washer H5

2mm Washer H6

3mm Spring Washer H7

≪Screw Bag ②≫

3mm ×10 Round Head Screw J5

2mm × 15 Round Head Screw J1

2mm × 10 Round Head Screw J2

2mm × 4 Round Head Screw J3

4mm Lock Nut G4

3mm Nut J4

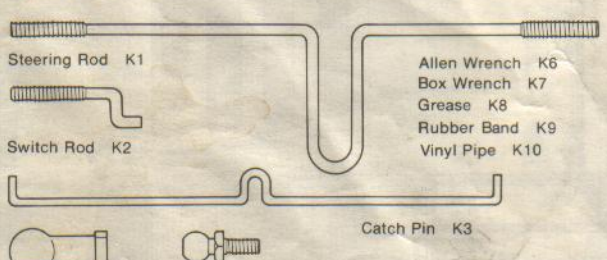
2mm Nut H4

4mm Washer G5

2mm Washer H6

3mm Spring Washer H7

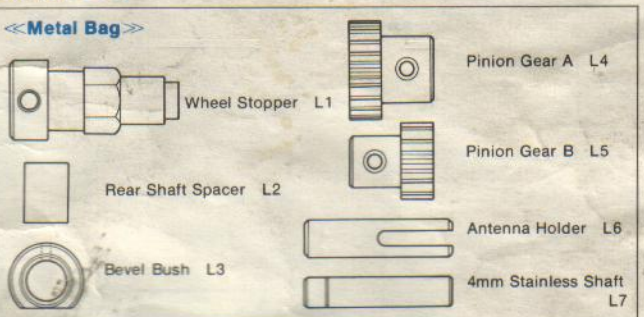
≪Rod Bag≫



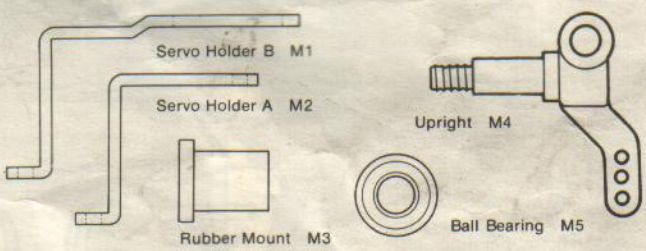
Steering Rod K1
Switch Rod K2
Allen Wrench K6
Box Wrench K7
Grease K8
Rubber Band K9
Vinyl Pipe K10
Catch Pin K3
Adjuster K4
Ball Link K5

Blister Pack

≪Metal Bag≫



Wheel Stopper L1
Rear Shaft Spacer L2
Bevel Bush L3
Pinion Gear A L4
Pinion Gear B L5
Antenna Holder L6
4mm Stainless Shaft L7



Servo Holder B M1
Servo Holder A M2
Rubber Mount M3
Upright M4
Ball Bearing M5

Chassis M6
Mechanism Deck M7
Front Arm (right) M8
Front Arm (left) M9
Catch Stay M10
Motor Bracket M11
540 Motor M12
Rear Shaft M13
Front Tyre M14
Rear Tyre M15

≪Switch Bag≫

Switch N1
Fuse Connector N2
Fuse N3

≪Plastic Gear Bag≫

Direct Gear P1
Free Bevel Gear P2
Differential Gear P3
Wheel Bevel Gear P4
Bevel Gear P5

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

PRINTED IN JAPAN