

# HONDA MVX250F

ITEM 14023



1/12 MOTORCYCLE SERIES



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

The Honda Motorcycle Company of Japan has always utilized grand prix type racing as their running laboratory for developing and testing new ideas. They began their racing in 1959 and achieved excellent results until they retired from competition in 1967. During this period Honda became the largest producer of two wheeled vehicles in the world. In the mid 1970's Honda again entered world competition, and in 1979 entered a four stroke "V" four cylinder watercooled bike in the 500cc class, against the then popular two stroke machines of the competition. This bike was the Honda NR500 and even though it did not fare well against the two stroke machines, the knowledge gained from this competition caused them to develop the NS500 which was a 3 cylinder "V" format two stroker. This engine, along with the reduction of weight and a lower center of gravity brought Honda three victories in World Class competition, much to the surprise of the other manufacturers. The results from this competition allowed Honda to produce a bike in the 250cc class range. This 250cc size bike is very popular in Japan due to the Japanese laws not requiring a re-registering of the bike and also the lower tax requirements. When Yamaha released their RZ250 bike in 1980, it gained many fans

because of its good looks and high performance. To capture their share of the market, Honda released the MVX250F, which is a scaled down version of the racing NS500 championship bike. With a three cylinder engine in a "V" format with the front two cylinders and one rear cylinder at 90 degrees to each other, the overall center of gravity is much lower. Weight of the rear cylinder's piston, con-rod etc. are the same as the combined weight of the front two cylinders, thereby maintaining the same balance as a four cylinder machine. Air suspension is used at the front and Honda's Pro-Link at the rear. The new side pipe double cradle frame that is now so popular is also retained. With a 40hp output this bike is sure to win favor with a large group of bike lovers.

\* \* \*  
Grand Prix Rennen waren immer das fahrende Labor für Honda Motorrad Co. aus Japan. Es wurden dabei neue Ideen entwickelt und geprüft. Seit 1959 bis 1967 konnten ausgezeichnete Resultate im Rennsport erreicht werden. In dieser Zeit wurde Honda der grösste Hersteller von Zweirad-Fahrzeugen auf der Welt. Mitte der 70er Jahre stieg Honda wieder in den Welt-Wettkampf ein und 1979 kam ein 4-Takter, "V" Vierzylinder mit Wasserkühlung in der 500cc Klasse gegen die

populären 2 Takt Maschinen der Konkurrenz. Dieses Motorrad war die Honda NR500, konnte sich aber nicht so gut gegen die 2-Takter durchsetzen, aber mit den Erfahrungen aus den Rennen gegen die Konkurrenz kam dann die NS500, ein Zweitakter mit 3 Zylindern im "V" Format. Dieser neue Motor mit reduziertem Gewicht und niedrigem Schwerpunkt brachte Honda 3 Siege in Rennen und die Weltmeisterschaft und überraschte alle anderen Hersteller. Nun machte Honda ein Motorrad für die 250cc Klasse. Die 250cc Klasse ist in Japan sehr beliebt und wird auch niedriger besteuert. Als Yamaha 1980 seine RZ250 herausbrachte, konnte Yamaha viele Fans durch das Styling und Leistung dieses Motorrades dafür interessieren. Um deren Marktanteile zu bekommen, brachte Honda die MVX250F heraus, eine herunterkopierte Version der 500cc NS500 Weltmeistermaschine. Mit einem 3 Zylinder Motor im "V" Format, 2 Zylinder vorne und einer nach hinten, im 90° Winkel zueinander, liegt der Schwerpunkt wesentlich niedriger. Luftaufhängung vorne, hinten die Honda Pro-Link und der neue versteifte Doppelrahmen macht das ganze Motorrad so populär. Mit seinen 40 PS wird dieses Rad sehr viele Fans und Interessanten auf der ganzen Welt finden.

**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 and Tamiya 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 abzwicken.

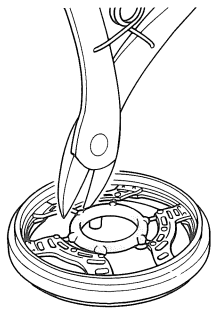
★ Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.

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

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

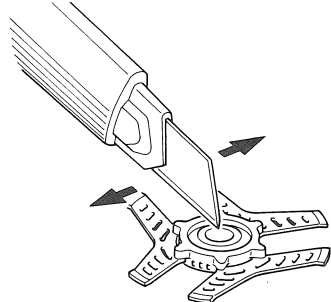
★ Do not break parts away from sprue, but remove them carefully with a cutting tool.

★ Bauteile nicht von Spritzling abbrechen, vorsichtig abschneiden oder abzwicken.



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

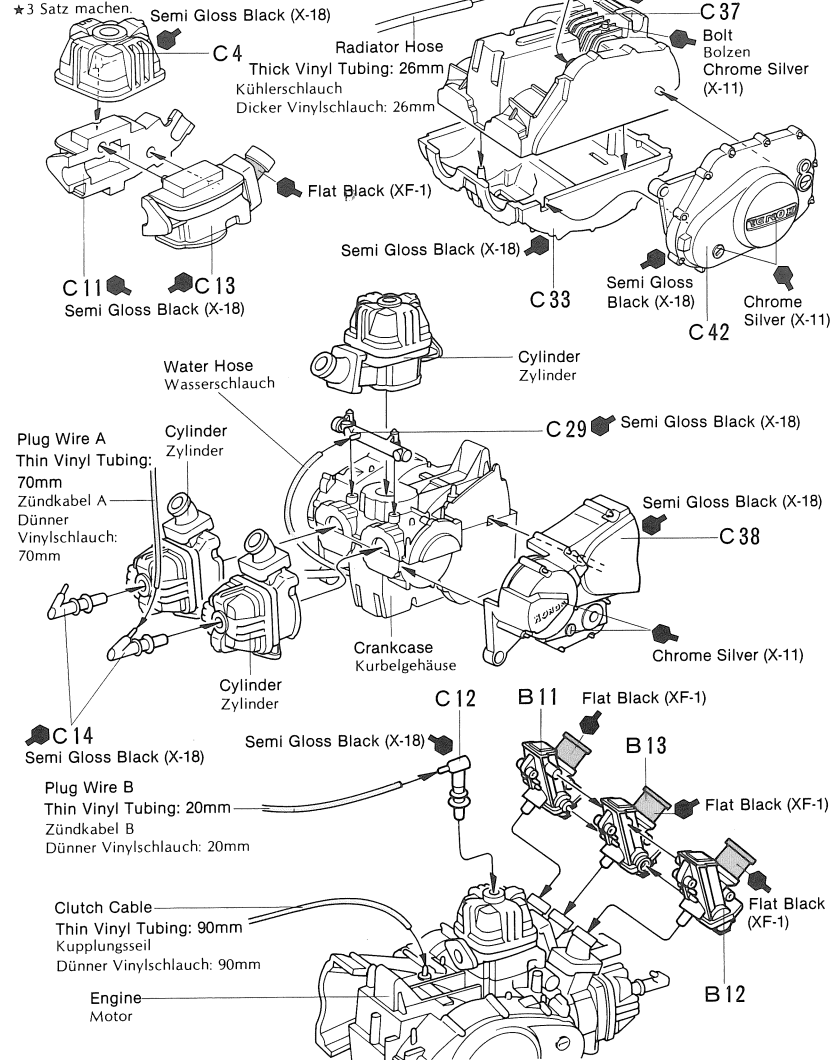
★ Chrometeile: Vor dem Kleben muss an den Klebestellen die Chromschicht abgeschabt werden, da sonst Klebstoff nicht bindet.



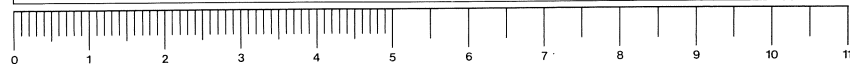
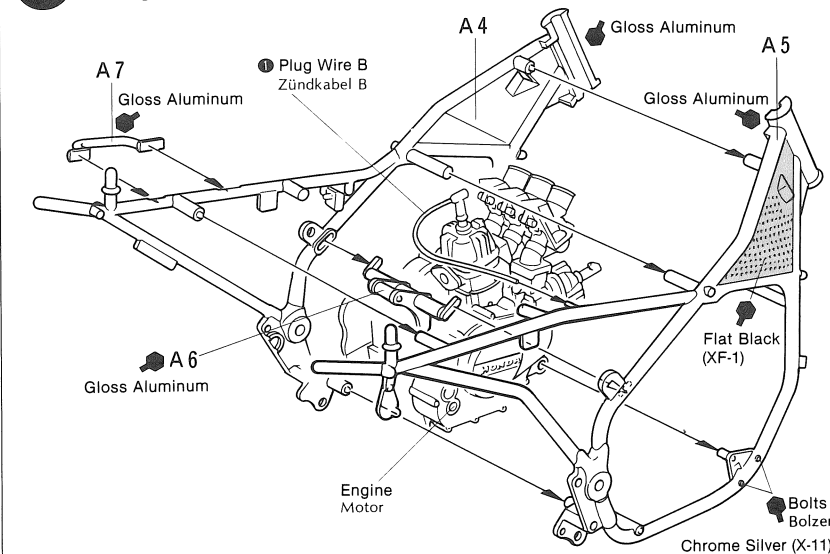
**1 Assembly of Engine  
Motorenbau**

«Crankcase»  
«Zylinder»

★ Make 3 sets.  
★ 3 Satz machen.



**2 Assembly of Frame  
Montage des Rahmens**

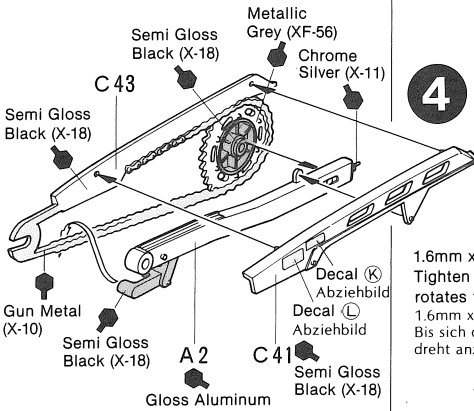


**3** «Attaching C10»  
«Einbau C10»

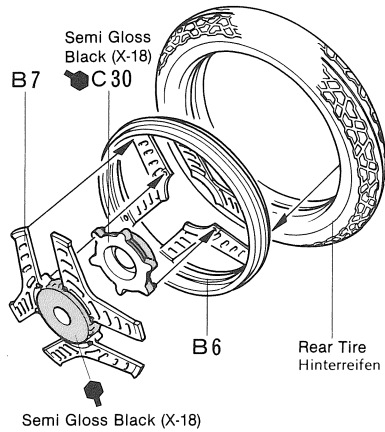
★ Pass under frame, and then attach to engine.  
★ Unter Rahmen führen und dann am Motor festmachen.

C 10  
★ Attach to engine while rotating.  
★ Am Motor anbringen und dabei drehen.

**4** «Chain Case»  
«Kettenkasten»



«Rear Wheel»  
«Hinterrad»

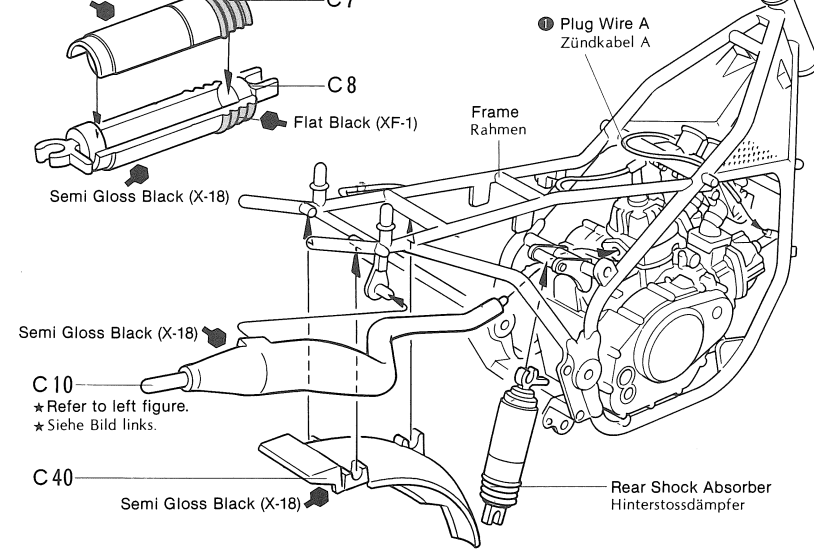


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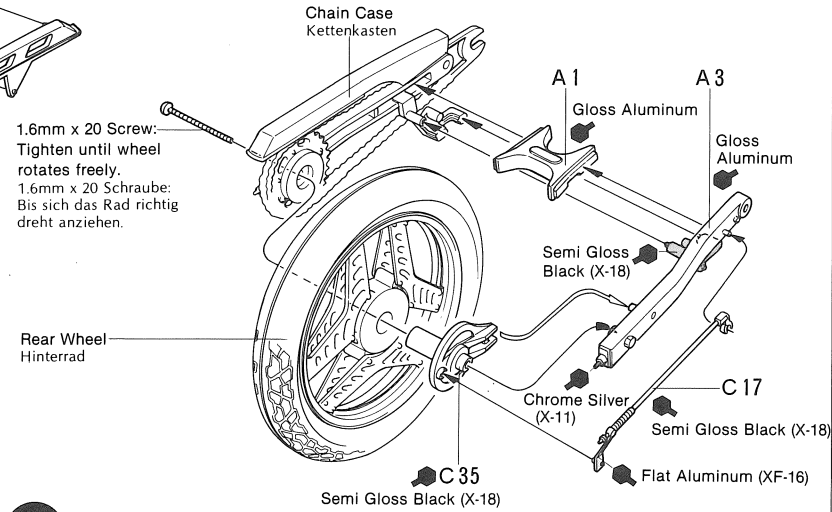
**3** Attaching Rear Shock Absorber  
Einbau des Hinterstossdämpfers

«Rear Shock Absorber»  
«Hinterstossdämpfer»

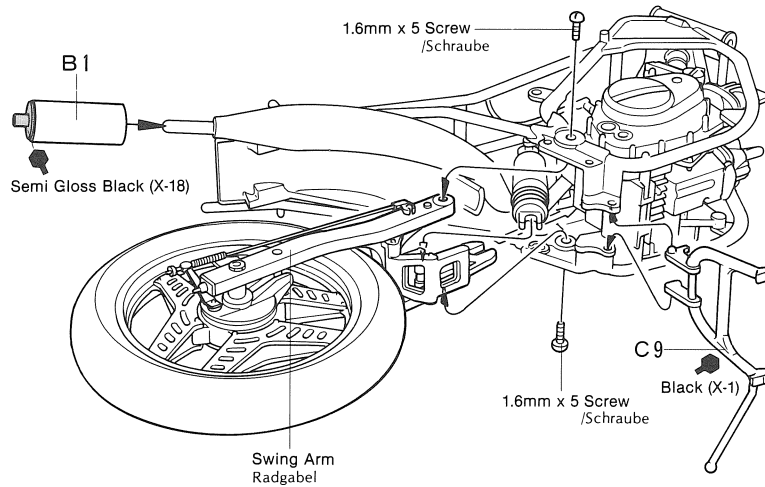
Flat Black (XF-1)  
Semi Gloss Black (X-18)



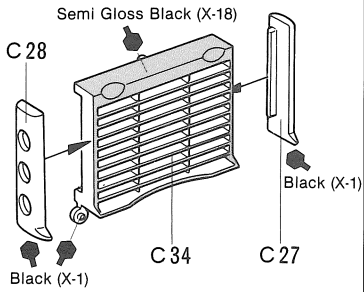
**4** Assembly of Swing Arm  
Zusammenbau der Radgabel



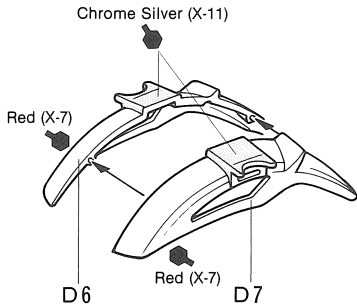
**5** Attaching Swing Arm  
Einbau der Radgabel



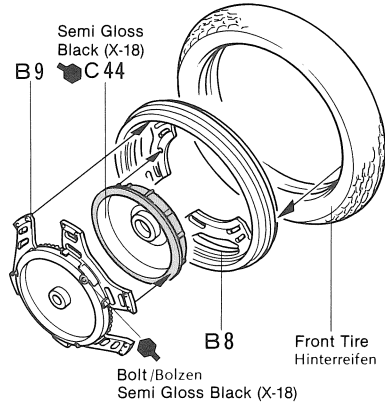
**6** <<Radiator>>  
<<Kühler>>



**7** <<Front Fender>>  
<<Vord. Schutzblech>>

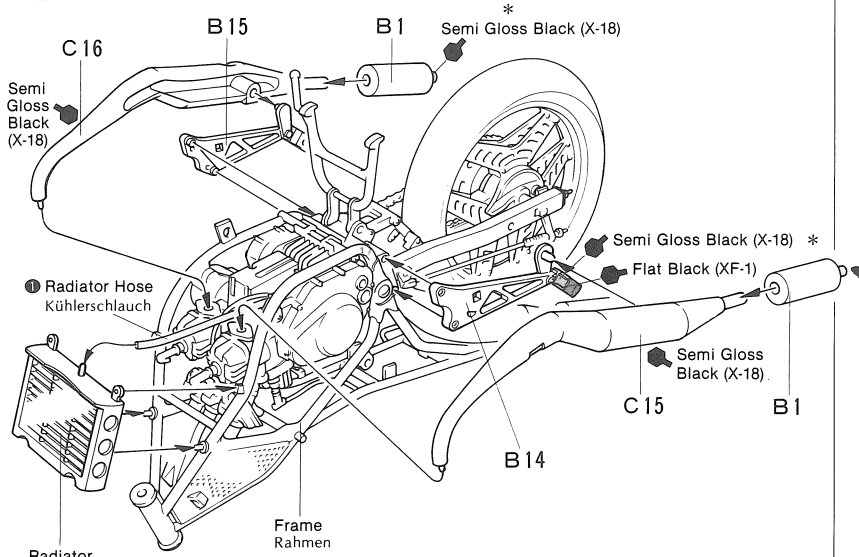


<<Front Wheel>>  
<<Hinterrad>>



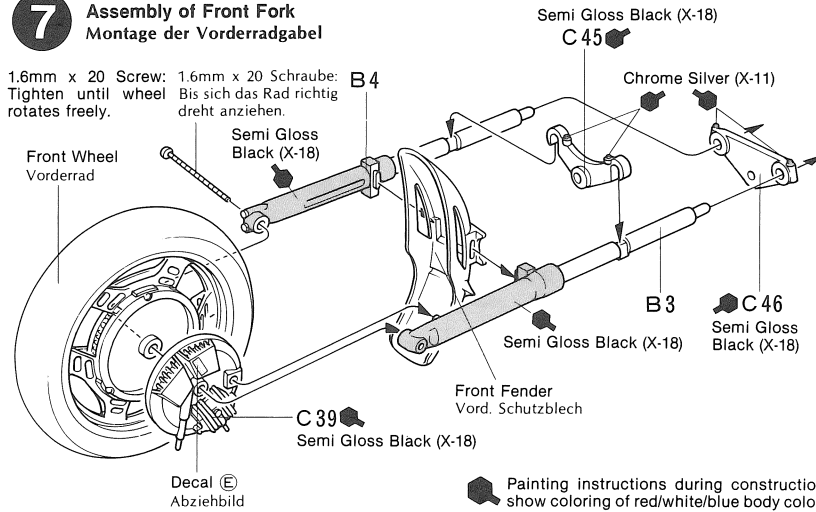
**6** Attaching Mufflers  
Einbau der Auspuffe

\*Note: Rear of mufflers are painted semi gloss black (X-18).



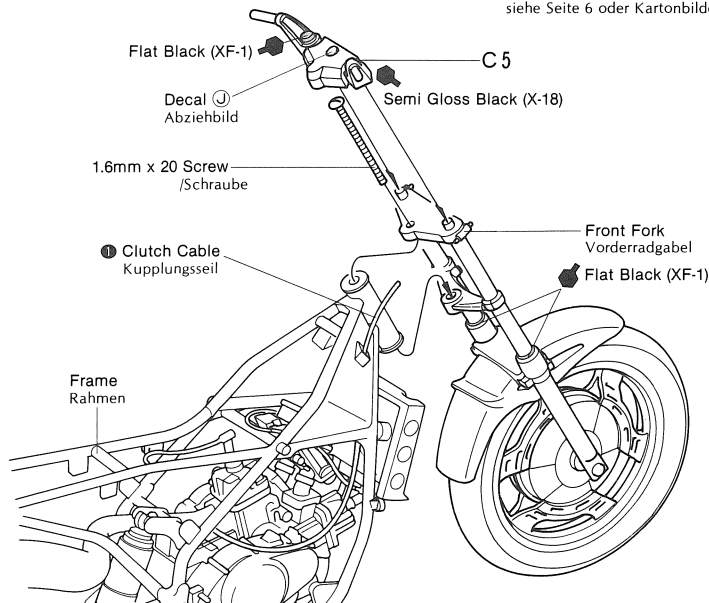
**7** Assembly of Front Fork  
Montage der Vorderradgabel

1.6mm x 20 Screw: 1.6mm x 20 Schraube:  
Tighten until wheel rotates freely. Bis sich das Rad richtig dreht anziehen.



**8** Attaching Front Fork  
Einbau der Vorderradgabel

Painting instructions during construction show coloring of red/white/blue body color. When you select other colors, refer to P6 or box side. Malanleitung in der Anleitung ist für rot/weiss/blau Ausführung. Andere Malvorschlüsse siehe Seite 6 oder Kartonbilder.



**TAMIYA HEXAGONAL BOTTLE**



Tamiya cement in a new 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.

**TAMIYA CEMENT PEN**



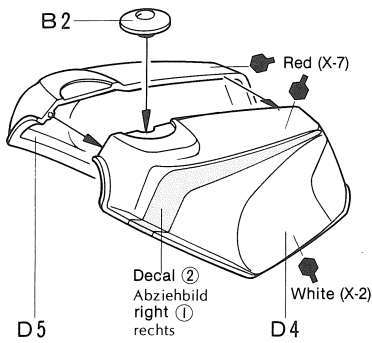
A handy, self contained pencil sized glue dispenser for accurate application of Tamiya cement right where you want it. Will not dry out in pen. Cement smears are a thing of the past.

**PAINT MARKER**

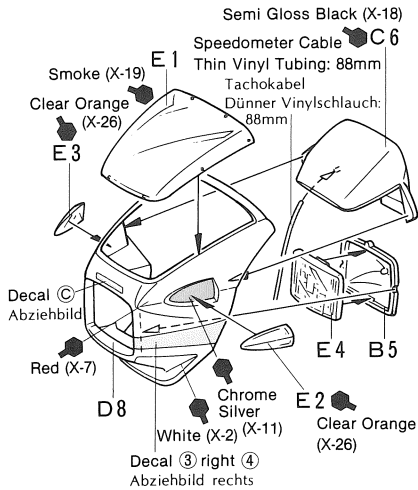


Hand held, Tamiya enamel paint markers. For the final detail touch, and professional results. 12 of the most popular colors used in modeling. See and test them at your local hobby supply house.

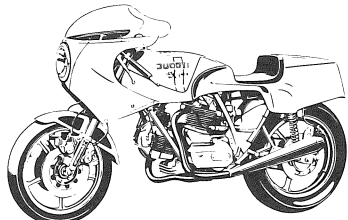
**9** <<Fuel Tank>>  
<<Tank>>



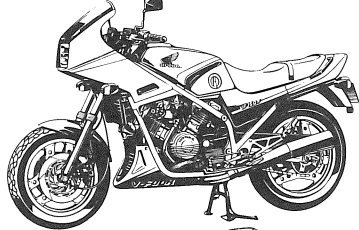
**11** <<Cowling>>  
<<Verkleidung>>



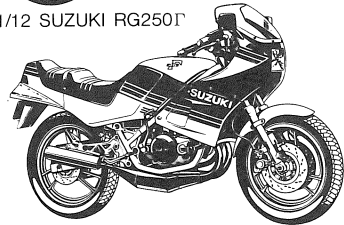
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PRECISION MOTORCYCLE MODELS**  
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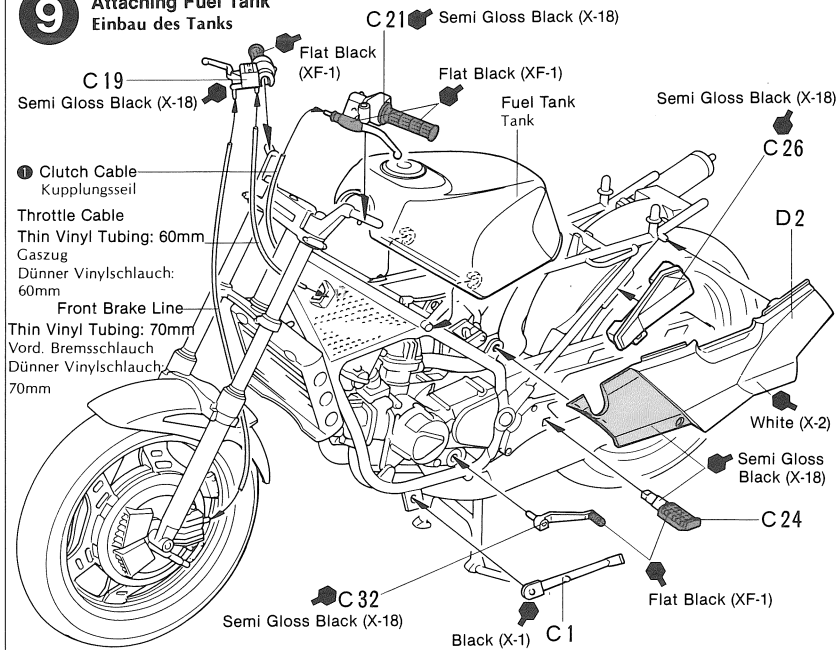
1/12 HONDA VF750F



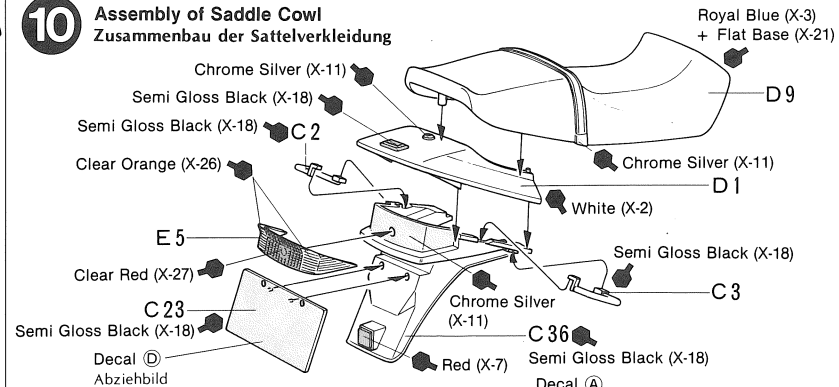
1/12 SUZUKI RG250T



**9** Attaching Fuel Tank  
Einbau des Tanks

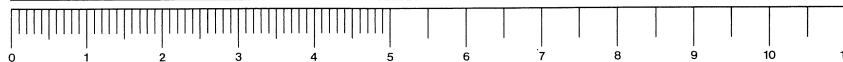
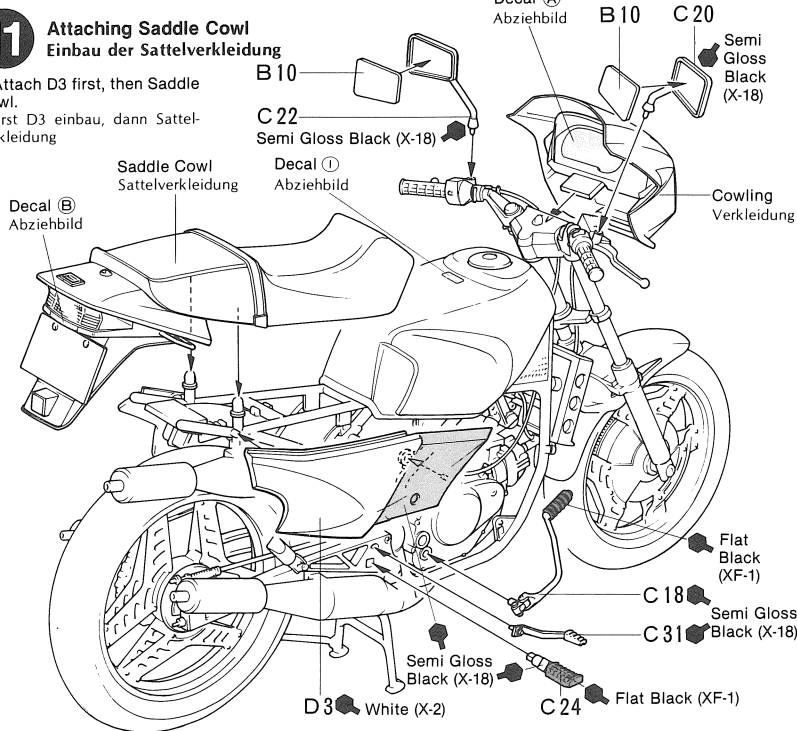


**10** Assembly of Saddle Cowl  
Zusammenbau der Sattelverkleidung



**11** Attaching Saddle Cowl  
Einbau der Sattelverkleidung

★ Attach D3 first, then Saddle Cowl.  
★ Erst D3 einbau, dann Sattelverkleidung





## PAINTING

### «Painting of the Honda MVX250F»

Three color schemes are offered by Honda for the MVX250F. Their works colors of Red/white/blue: Black/red/white and black/white with light and dark blue striping. Engine and exhaust pipes are black. Frame, carburetor and mufflers are silver. The optional center and under cowls have the same color as the tank color chosen. Detail painting is called out during construction and should be done at that time. Apply decals referring to the drawing at right.

### «Bemalung der Honda MVX250F»

Honda bringt dieses Motorrad in 3 verschiedenen Farbzusammenstellungen: in den Werksfarben rot/weiß/blau, schwarz/rot/weiß und schwarz/weiß mit hellen und dunklen blauen Streifen. Motor und Auspuff sind schwarz. Der Rahmen, Vergaser und Schalldämpfer sind silbern. Die untere Verkleidung hat die gleiche Farbe wie der Tank. Bemalung von Details sind in der Bauanleitung angegeben und sollten je nach Step sofort gemacht werden. Die Anbringung der Abziehbilder ersehen Sie aus der Zeichnung rechts.

### «Colors Required»

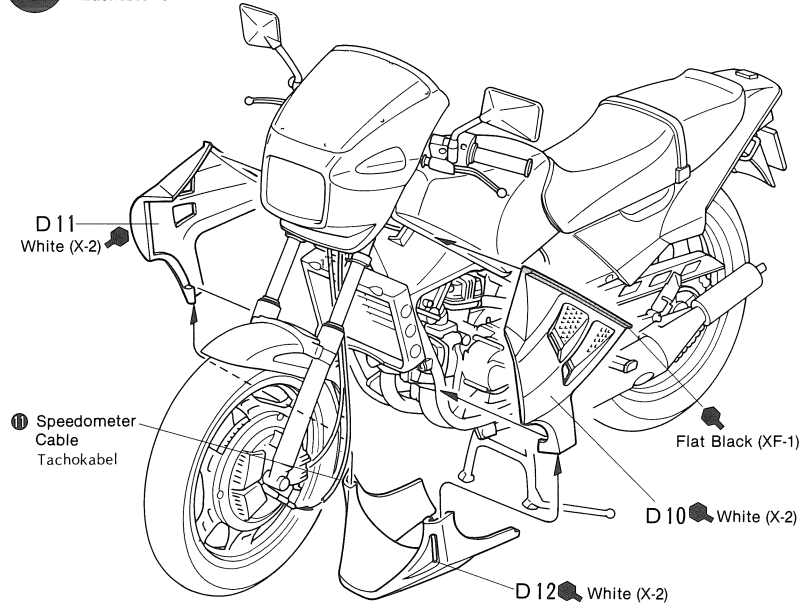
★ From Tamiya Acrylic Paint

Black .....	X-1
White .....	X-2
Royal Blue .....	X-3
Red .....	X-7
Gun Metal .....	X-10
Semi Gloss Black .....	X-18
Smoke .....	X-19
Clear Orange .....	X-26
Clear Red .....	X-27
Flat Black .....	XF-1
Flat Aluminum .....	XF-16
Metallic Grey .....	XF-56
Flat Base .....	X-21

★ From Tamiya Paint Marker

Chrome Silver .....	X-11
Gloss Aluminum .....	

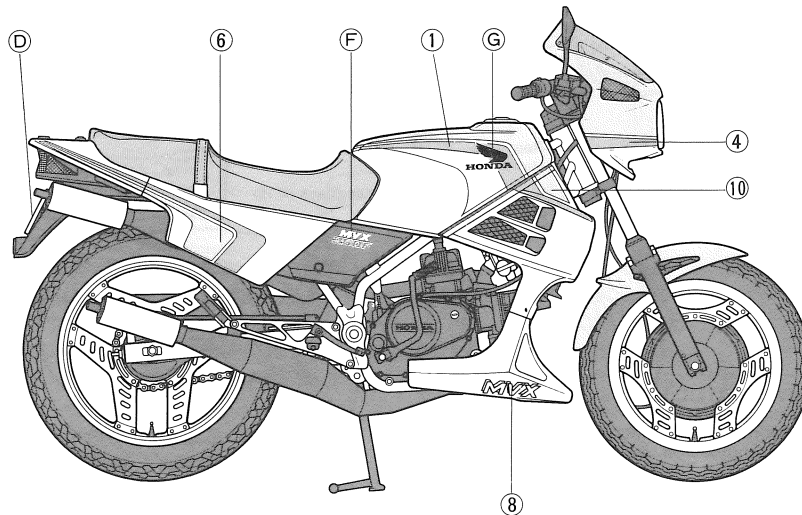
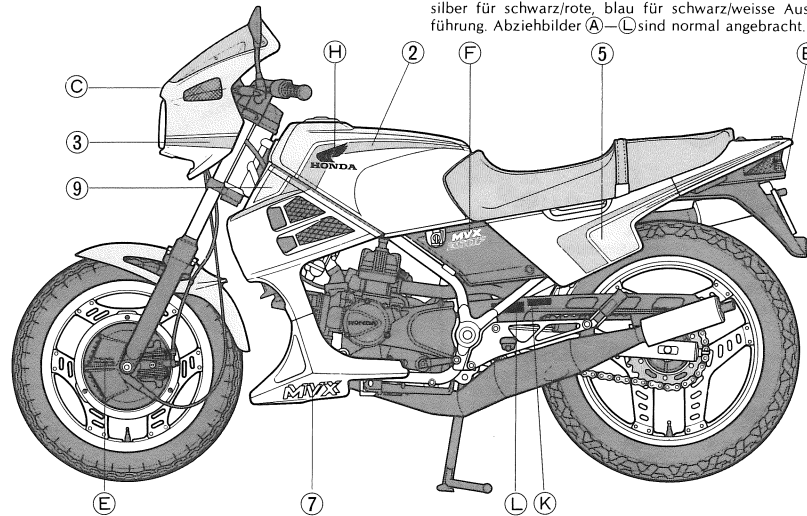
## 12 Optional Parts Zusatzteile.



### «Marking of Honda MVX250F»

★ Striping varies according to the body color. Apply red number with red/white body, silver with black/red, blue with black/white. Decal (A)—(L) is common.

★ Streifen je nach Farbwahl. Rote Nummer für rot/weiße, silber für schwarz/rote, blau für schwarz/weiße Ausführung. Abziehbilder (A)—(L) sind normal angebracht.



## APPLYING DECALS

### «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 decal 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 to 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 excess transparent portion around each decal. The decal must then not be touched until dry.

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