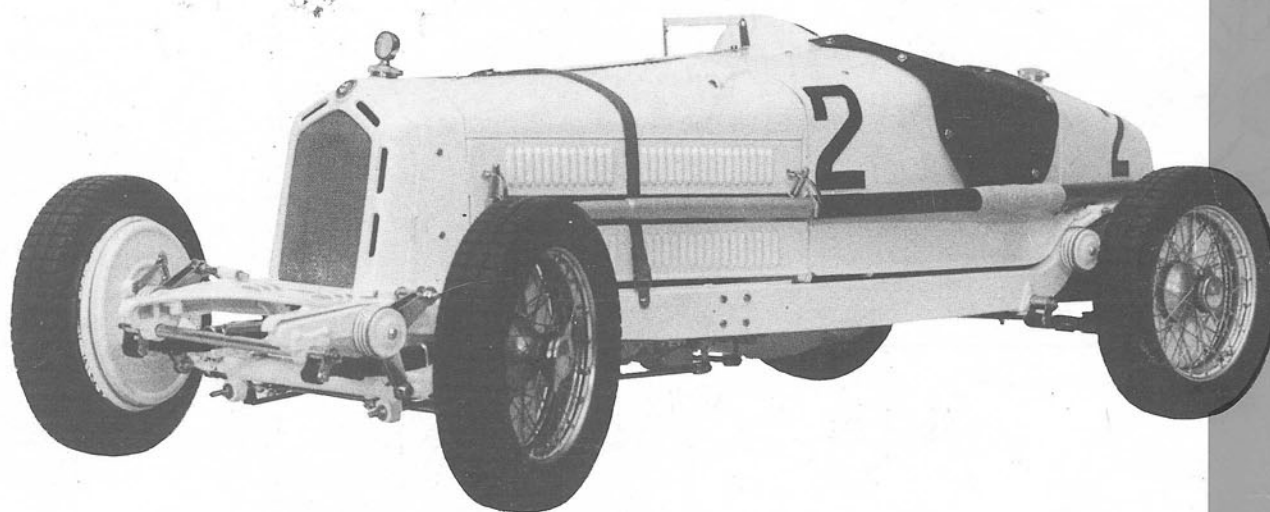
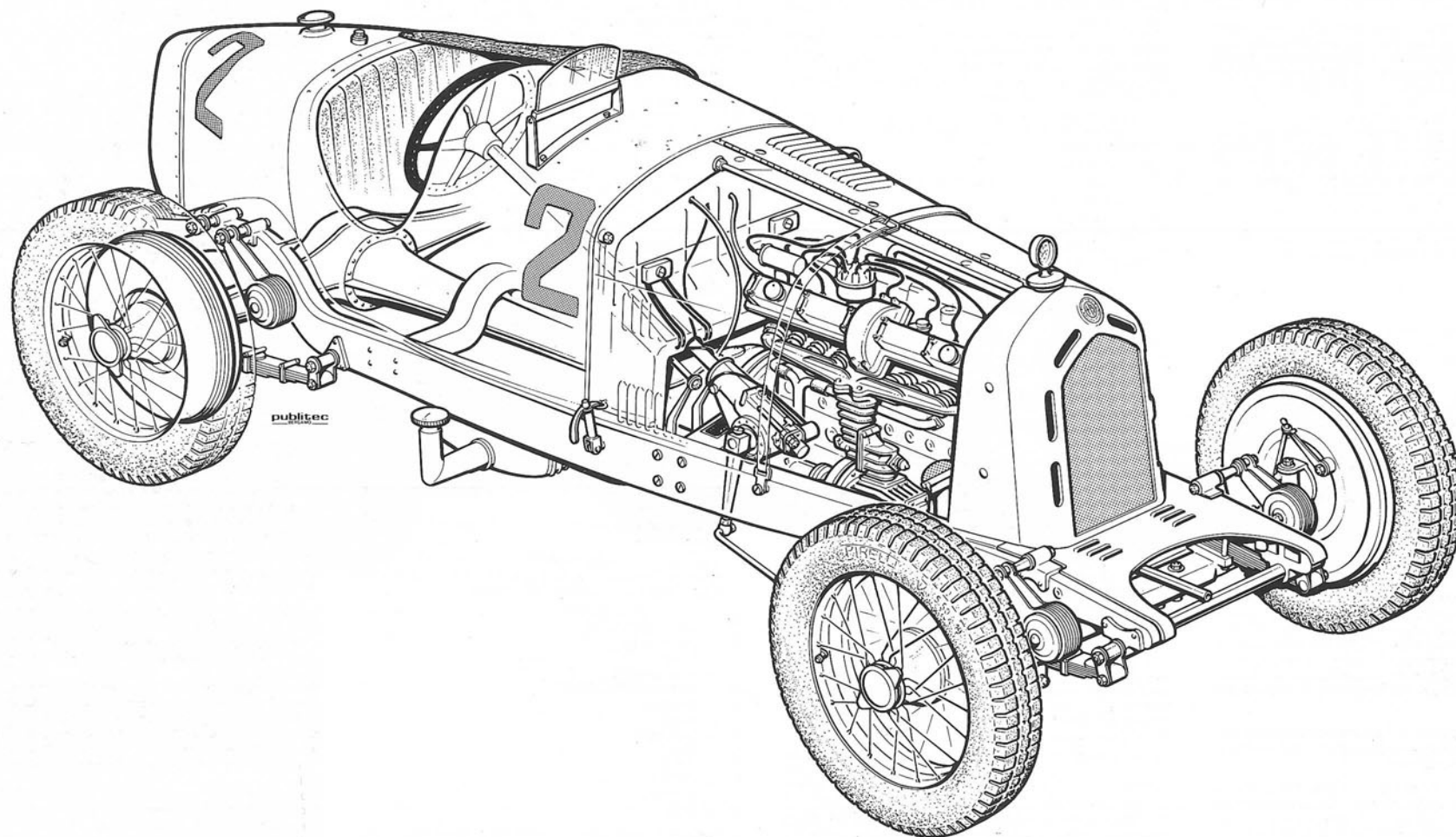


ALFA ROMEO 8C 2300 MONZA 'MULETTO'







Alfa Romeo 8 C 2300 Monza «Muletto»

In response to the continued success of our meticulously detailed 1:8 scale auto models, we are proud to offer the eighth of the series, the «Muletto», a famous 8C 2300 Monza racer. The model is a genuine reproduction of a spider-bodied prototype.

In 1931, when new auto racing regulations were implemented, ALFA ROMEO resolved to develop a new 8 cylinder racer. For power, they selected the proven veteran 165 hp motor with 5400 rpm. The engine was housed in a completely new body designed in accordance with the new regulations then in effect.

Its debut at the 9th Grand Prix of Italy brought ALFA ROMEO a fabulous success and the trail of victories continued throughout 1931 and 1932. Through additional technical improvements which increased the engine output to 178 hp, speeds of up to 225 km/h could be achieved.

Probably the best known driver of this model was Caracciola. In 1932 he captured 2nd place at the Monaco Grand Prix, just 3 seconds behind Nuvolari's similar car. That proved to be the beginning of a long series of triumphal successes: 2nd place at the Avus Race, behind Brauchitsch's Mercedes with an average speed of 194 km/h; winner at the Eifel and Polish Grand Prix; as well as the victor at the mountain races at Kesselberg and Mont Ventoux.

As an honor to the car's stamina, Caracciola nicknamed the car «Muletto».

Technical Data:

Engine: supercharged eight cylinder, in-line.

Bore and stroke: 65 x 88 mm.

Power: 165 hp in 1931, increased to 178 at 5,400 rpm in 1933.

Clutch: dry, multiple disc.

Gear Box: Four non-synchronized forward and reverse. Rigid rear axle with drive shaft and universal joint inside a reaction tube. Large, efficient drum brakes. Easy handling steering mechanism.

Wheelbase: 2.65 m.

Width: 1.38 m.

Overall Length: 3.835 m.

Net Weight: 920 kg.

Maximum Speed: 225 km/h.

Two Seater.

From this prototype Alfa Romeo built a sport car in response to the public's desire to own a car that looks and operates like the famous Alfa Romeo 8C 2300 Monza Racer; this car was then entered in races by professional drivers. These professional racers made headlines during the early 1930s and here is a capsule overview of their successes:

1931 — Italian Grand Prix (ten hours) - Pontedecimo - Giovi climb - Dieppe Grand Prix - Ciano Cup Challenge - Grenoble Grand Prix - Comminges Grand Prix.

1932 — Monaco Grand Prix - Targa Florio - Eifel Grand Prix - Picardy Grand Prix - Kesselberg climb - Polish Grand Prix - Lorraine Grand Prix - Comminges Grand Prix - Mont Ventoux climb - Marseille Grand Prix - Finland Grand Prix.

1933 — Swedish Grand Prix - Tunisian Grand Prix - Turbie climb - Alexandria ring - International trophy - Parma to Berceto climb - Picardy Grand Prix - Targa Florio -

Eifel Grand Prix - Barcelona Grand Prix - Grand Prix de la Marne - Irish Grand Prix - Summer Grand Prix of Sweden - Targa Abruzzo - Stelvio climb - Rio de Janeiro Grand Prix.

Highlights of the Pocher Model

Alfa Romeo kindly furnished the original drawings and factory records, and this enabled us to design the model to an exact 1:8 scale.

The model has 1450 parts: 257 of high-impact plastic, 810 brass 255 stainless steel and the remaining 128 parts of various materials, including steel, iron, copper, rubber, etc. We have made every effort to reproduce this car faithfully to scale. Further, we have tried to add 'life' to our model by incorporating as many moving parts as possible:

- The starting handle actuates the crankshaft, connecting rods and pistons.
- The steering mechanism operates.
- The brake pedal actuates all four wheel brakes.
- The hood (in those days called a bonnet) opens.

We trust that this model will meet with approval from both car enthusiasts and exacting model builders.

ASSEMBLY INSTRUCTIONS

Be sure to follow the drawings and diagrams carefully!

The assembly is relatively simple, requiring only a screwdriver, scissors, a small file, and shears or cutting pliers (cf. fig. «cc» on page 7). One of the distinct advantages of our models is that almost all parts are fitted by pressure or fastened by screws, allowing for easy disassembly and reassembly in the event of a construction error.

- Two small wrenches (part Nos. 72038 and 72222) are supplied in the kit for convenience in fastening the nuts (part No. 72321).

- Drawings, numbered 1 through 38, clearly show the proper sequence of assembly.

A) All parts are furnished in appropriate colors. However, for a more realistic appearance, the plastic parts may be painted. If so, we recommend the use of synthetic paints sold in model shops. An excellent finish is obtained with the use of a spray gun. **DO NOT USE NITROCELLULOSE PAINTS.**

B) Oxidation and fingerprint stains on metal parts can be removed with an ordinary household metal cleaning compound. Then coat the parts with transparent lacquer for a more permanent protection.

C) All parts are numbered. Where item numbering is impractical, the parts are packed in transparent envelopes which carry the part number.

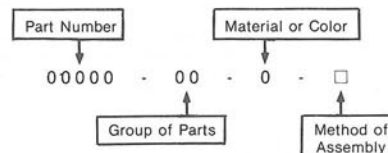
D) We recommend keeping the contents of these envelopes separate at all times to prevent loss or mixup.

E) Proceed with the assembly systematically. Start with the major assemblies, but be sure that minor assemblies are not overlooked. We also suggest studying the «exploded views» on the drawings carefully before starting, in order to have a clear mental picture of the sequence of assembly steps.

F) With each step, identify each part number and compare it to the numbers on the respective drawings. Also, check the relative positioning of the parts.

G) The drawings are numbered 1 to 38. Some smaller parts are shown in full scale (1:1) to make identification easier. Rubber hoses, electrical cables, lubricating pipes, and the like, are furnished in single lengths. They must be cut to size according to the full scale diagrams as shown in the drawings.

H) To facilitate identification, every part is numbered according to the following scheme:



(See example of page 7, figs. aa and bb.)

- First five digits identify the part number.
- The second group of digits (2 or 3 numbers) identifies which part group the item belongs to.
- The letter code refers to color or material of part according to following table:

O = BRASS
C = COPPER
K = NICKEL PLATED
F = BLUED
T = TRANSPARENT
M = METALLIC GREY
N = BLACK
B = WHITE
A = SILVER
R = RED
L = WOOD
P = LEATHER
G = RUBBER
S = FABRIC

- The last figure refers to the method of assembly the part requires. A code interpretation follows:

○ = THREADED BY HAND
⌘ = FASTENED WITH SCREWDRIVER
⌘ = FASTENED WITH SOCKET WRENCH
⌘ = FASTENED WITH OPEN WRENCH
⌘ = TAPPED WITH HAMMER
⌘ = SNAP-FASTENED
⌘ = CEMENTED
⌘ = SELF-ADHESIVE
⌘ = ASSEMBLED BY HEAT-FLARING (see «dd» on Page 7)

7 = FREE TO ROTATE

Two examples of how to read these figures are shown on page 7.

Accordingly, the illustration on page 7 is decoded:

71564 - 18 - A - □

Part number 71564 of group 18; silver colored, to be assembled by tapping with an hammer.

An ideal way of assembling the model is to do it in stages as follows:

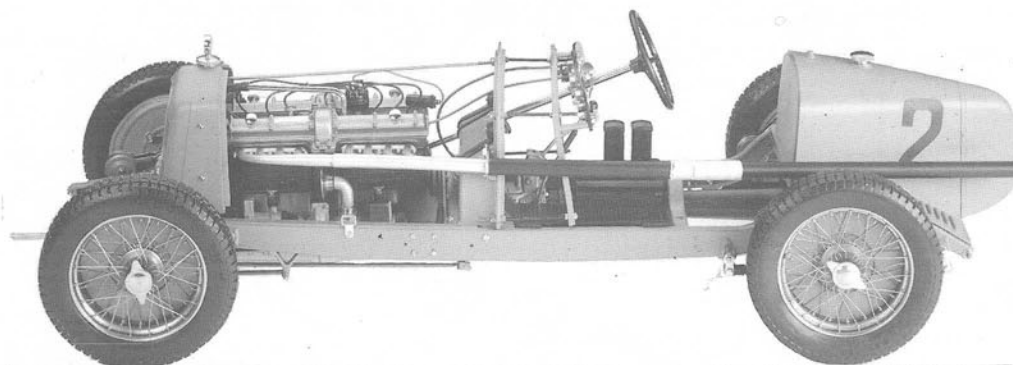
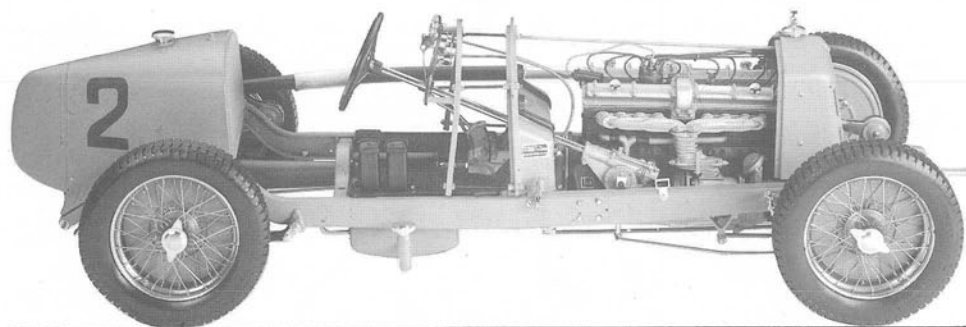
- 1) Complete the engine assembly, including all internal parts, as shown in drawings 1, 2, 3, 4, 8, 10 and 11.
 - 2) Assemble the gear box and brake system as shown in drawings 5, 6, and 7.
 - 3) Assemble the front and rear axles as per drawings 17 and 20.
 - 4) Assemble the radiator as shown in drawing 9.
 - 5) Complete the assembly of the steering mechanism and the other subassemblies shown in drawings 14, 15, and 16.
 - 6) Assemble the main part of the chassis as per drawing 12.
 - 7) Assemble the fuel tank as shown in drawing 36.
 - 8) Complete the chassis assembly as shown in drawing 23.
 - 9) Complete the assembly of the front brakes (drawing 19), rear brakes and hand brake (drawing 22), and the entire brake system as shown in drawings 20 and 23.
 - 10) Assemble the wheels as detailed in drawings and diagrams numbered 24 to 32.
- At this stage, you have completed the assembly of the chassis as originally furnished by Alfa Romeo. From this point on prototypes models would occasionally have custom body work built by specialized coach builders. With the Pocher model, we have incorporated one example of this customizing work.
- 11) Continue with the assembly of the hood (in those days called a bonnet) as per drawing 33.
 - 12) Assemble the front, as per drawings 34 and 35.
 - 13) Complete the body as shown in drawings 36, 37, and 38.

Some drawings are accomplished by explanatory text and diagrams to help clarify the instructions. After assembling the model, you will have created a beautiful vintage car miniature.

Additional painting is not necessary. However, if you are skilled at model painting and wish to customize your model, you may prefer to pre-paint the plastic parts using a spray gun and synthetic spray paints or enamels. Here, we must again emphasize, do not use nitrocellulose lacquers or airplane dope. These latter two items would ruin the model beyond repair.

Further touches that experienced model builders may want to add to give the model more class would be whitewalls on the tires, pin striping, etc.

We trust that the assembly of this model was enjoyable. If so, we have accomplished our aim to provide a pleasurable way for people of today to revive the glorious moments of yesterday.



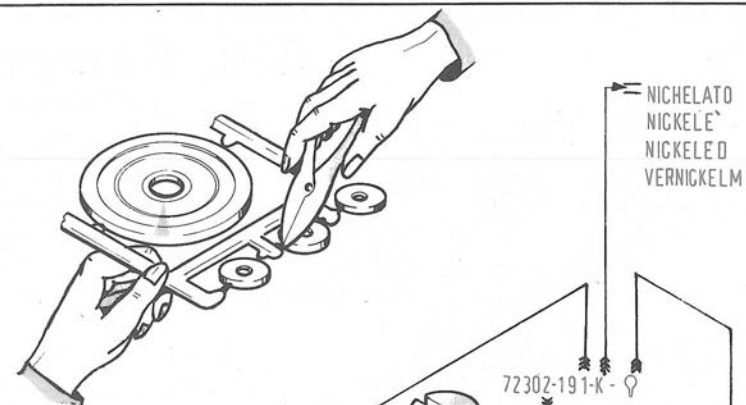
N. B. - Abbiamo previsto che alcuni pezzi possano guastarsi e perdersi durante il montaggio per inesperienza o disattenzione. Ne abbiamo quindi messo un discreto numero più del necessario per aiutarVi maggiormente.

N. B. - An extra quantity of some parts is furnished with the kit to replace parts which may be lost or damaged accidentally.

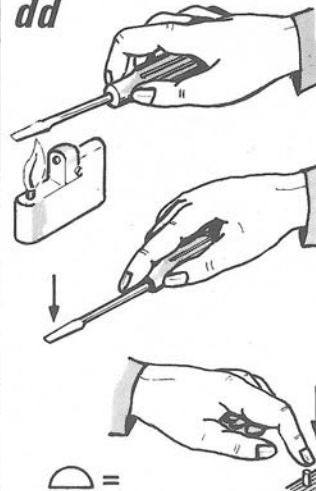
N. B. - Nous avons pensé que certaines pièces pouvaient s'abîmer ou se perdre au cours du montage, à cause du manque d'expérience ou du manque d'attention. En conséquence, nous en avons mis un nombre plus important que celui normalement nécessaire afin de vous faciliter le travail.

N. B. - Es kann vorkommen, dass während der Montage irgend ein Teil unversehentlich beschädigt wird oder verloren geht. Um Ihnen in dieser Hinsicht behilflich zu sein, haben wir mehr Teile als für den Zusammenbau an sich notwendig ist beigegeben.

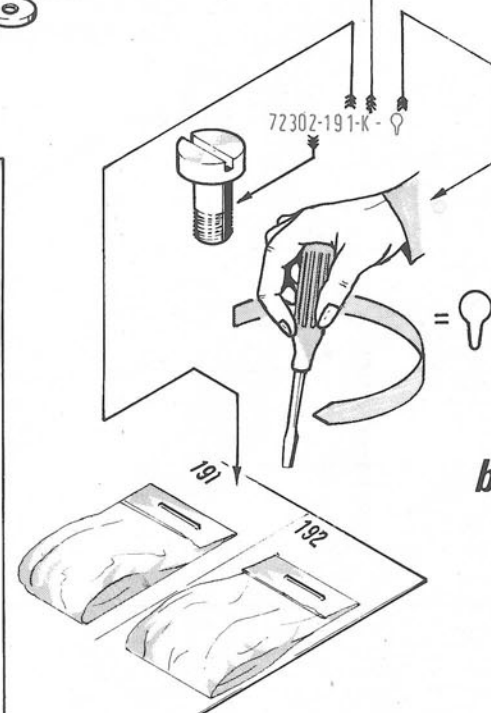
cc



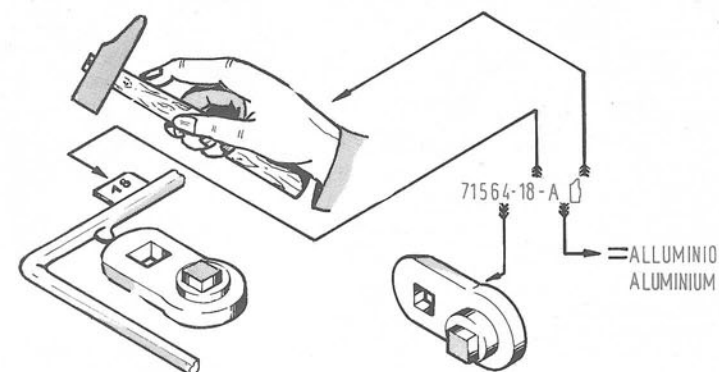
dd



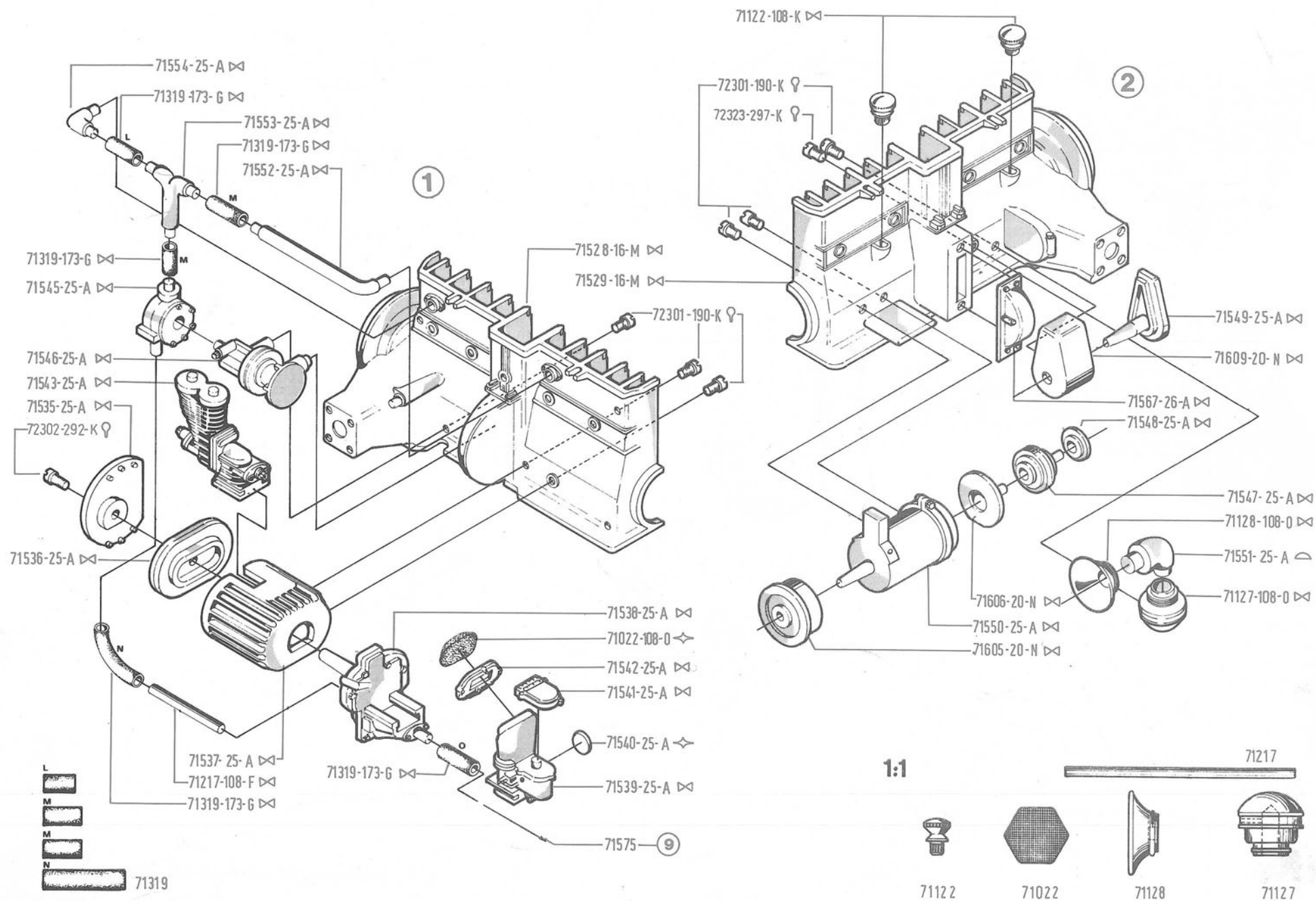
bb

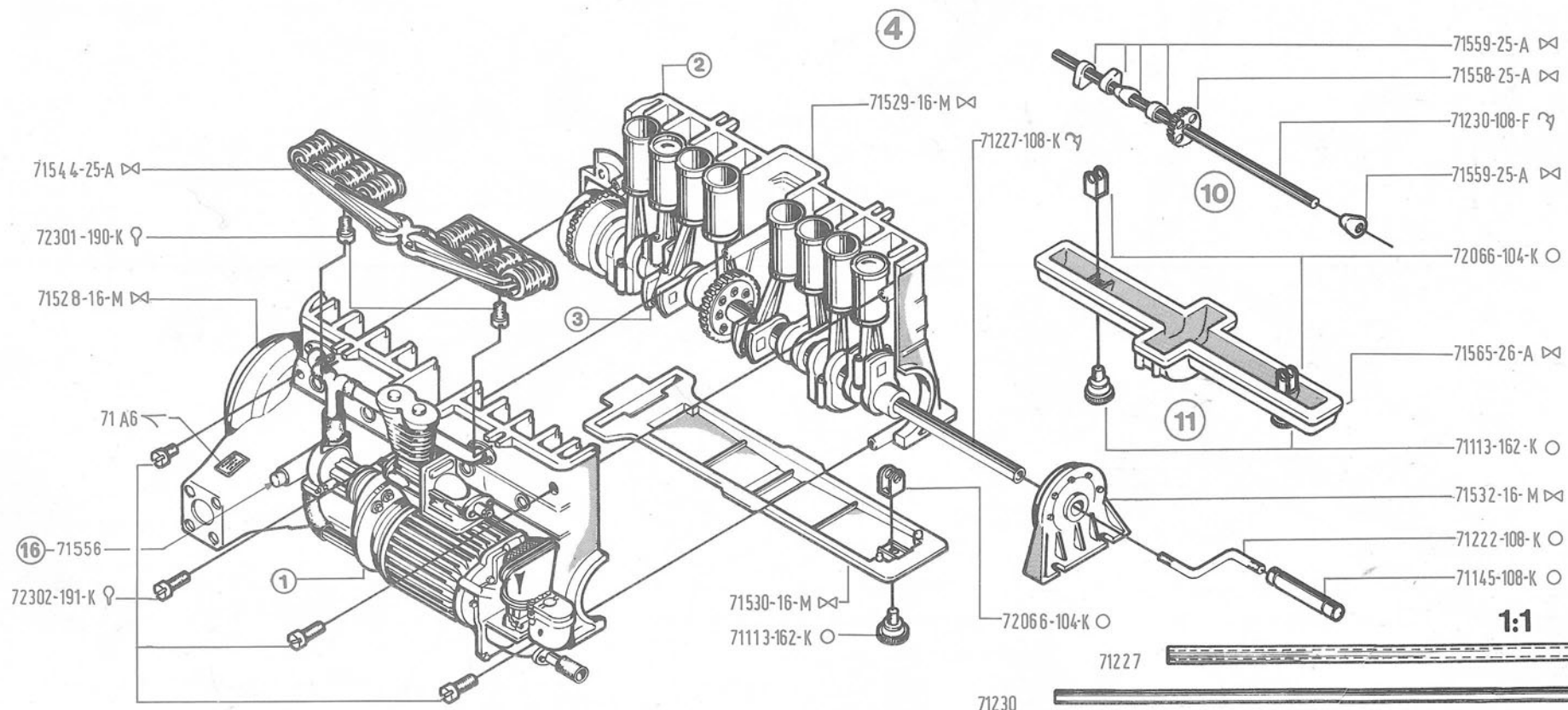
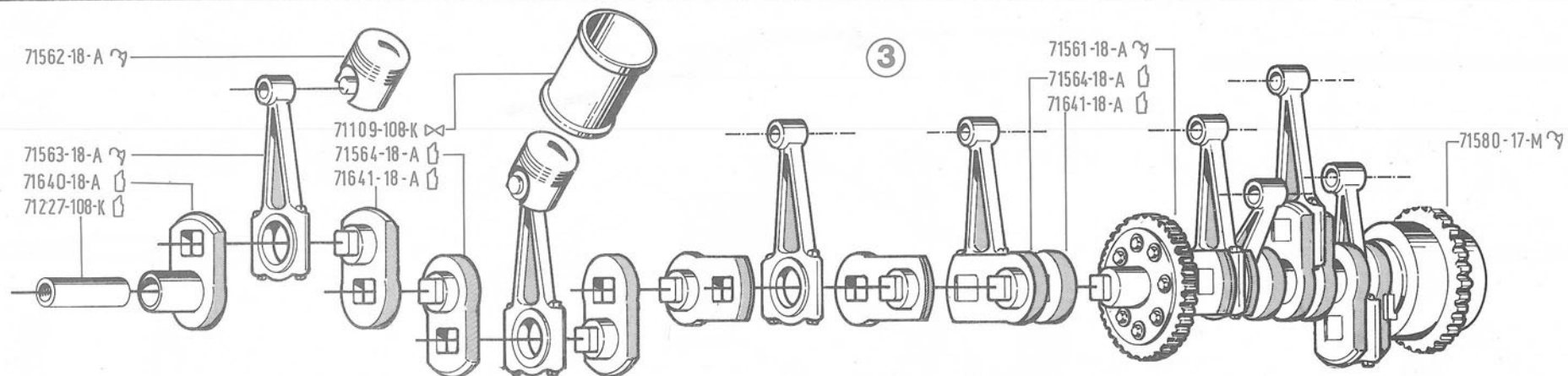


aa



=ALLUMINIO
ALUMINIUM





71240

71241

71118

1:1

71241-108-K

71240-108-K

72066-104-K

72323-297-K

5

71243

71242

1:1

71133

72066

71006

71150

71123

71018

71019

71319

6

71242-112-K

71600-20-N

71123-108-K

71570-26-A

71133-108-K

71241-108-K

72302-191-K

71006-103-K

72061-112-K

72321-295K

71240-108-K

71006-103-K

71019-103-K

71319-173-G

71019-103-K

71018-103-K

71150-103-K

72302-292-K

71528

72301-190-K

71604-20-N

71118-112-K

71118-112-K

71602-20-N

71603-20-N

71241-108-K

71601-20-N

7

71243-112-K

72061-112-K

72301-190-K

71006-103-K

72323-297-K

71240-108-K

71118-112-K

72066-104-K

71572-26-A

71006-103-K

72301-190-K

72066-104-K

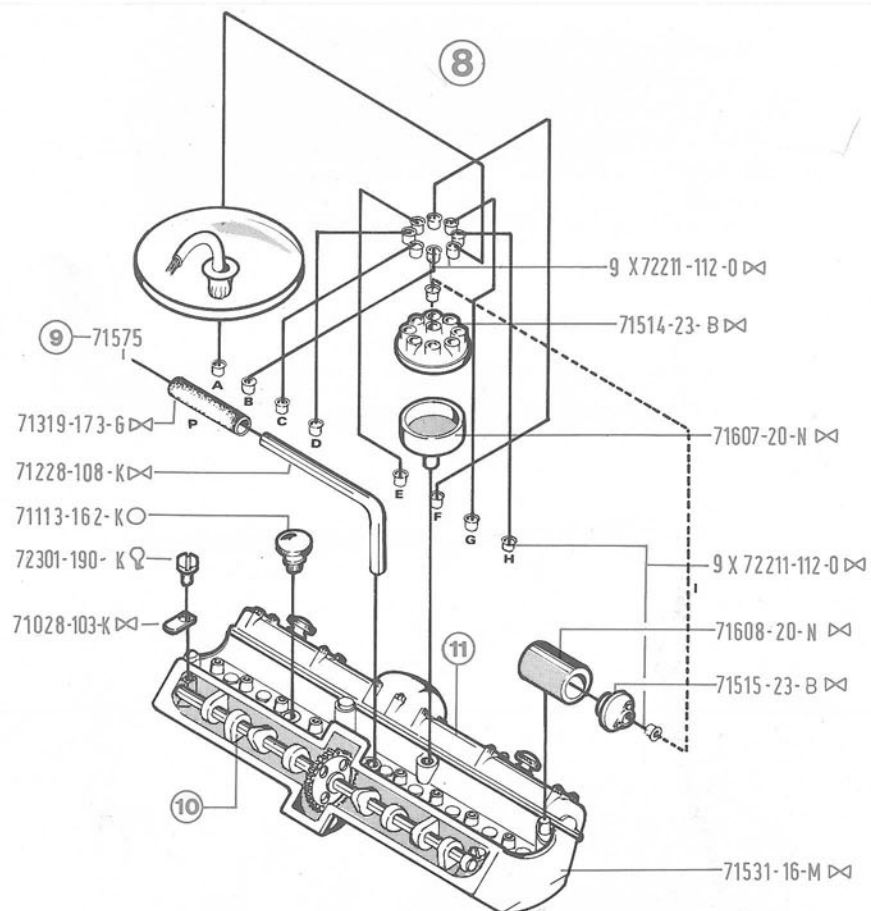
72061-112-K

72321-295-K

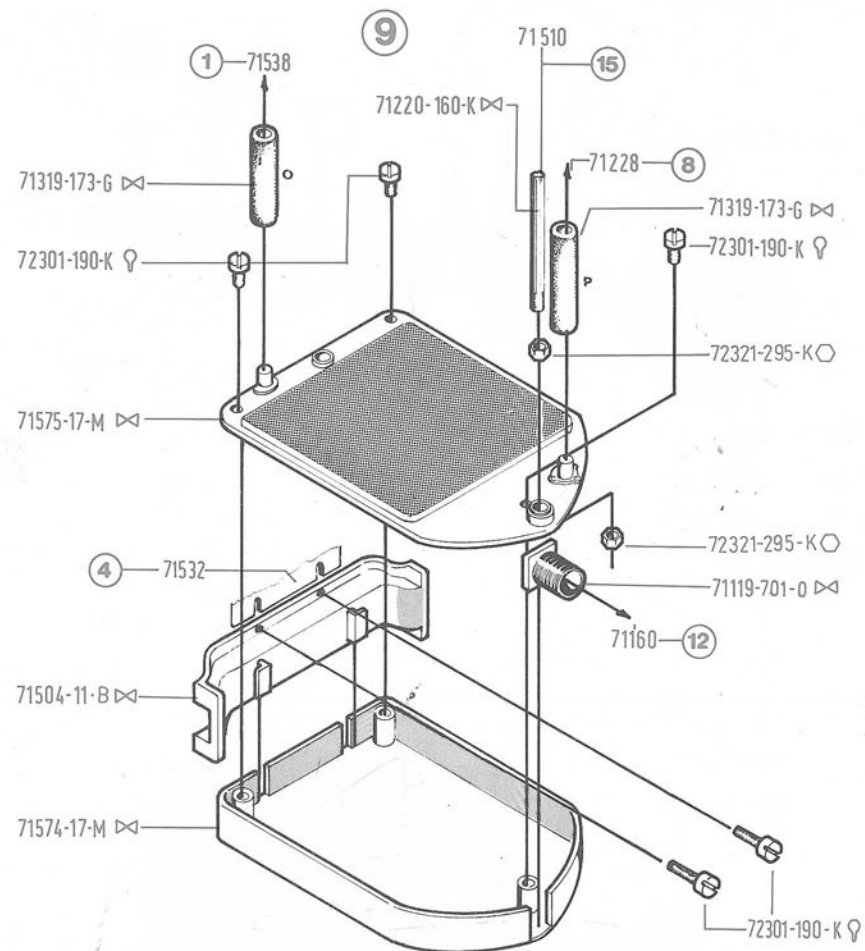
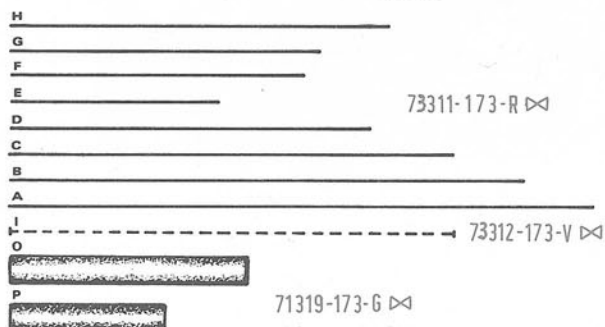
71529

1:1

71220

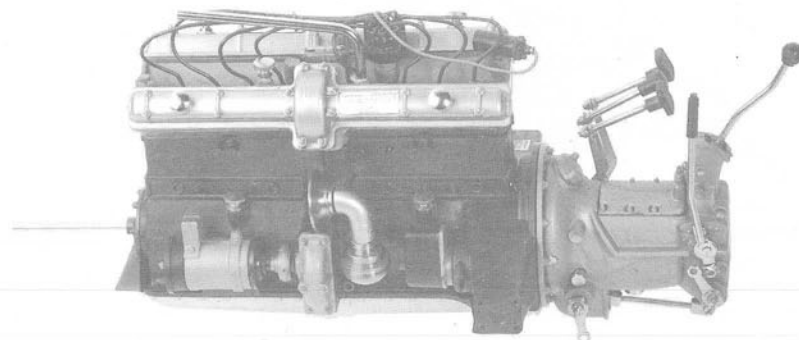
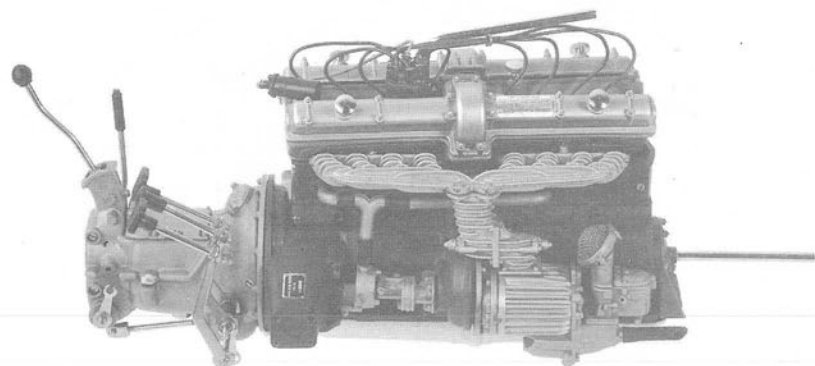
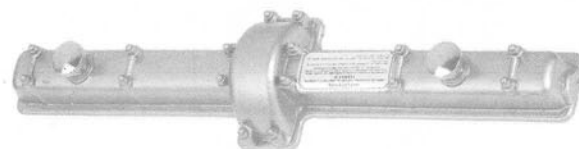
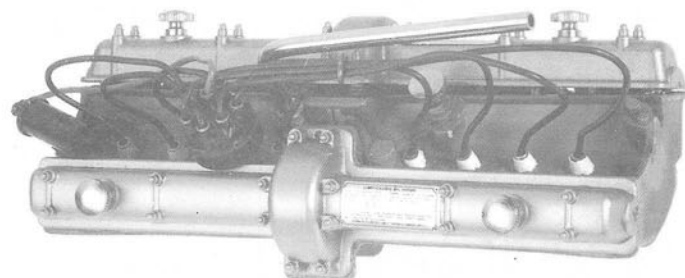


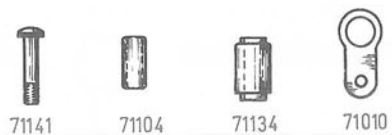
1:1



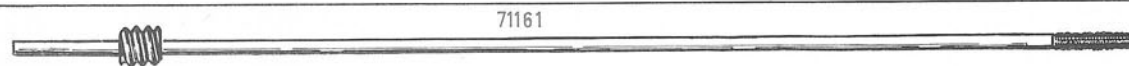
1:1







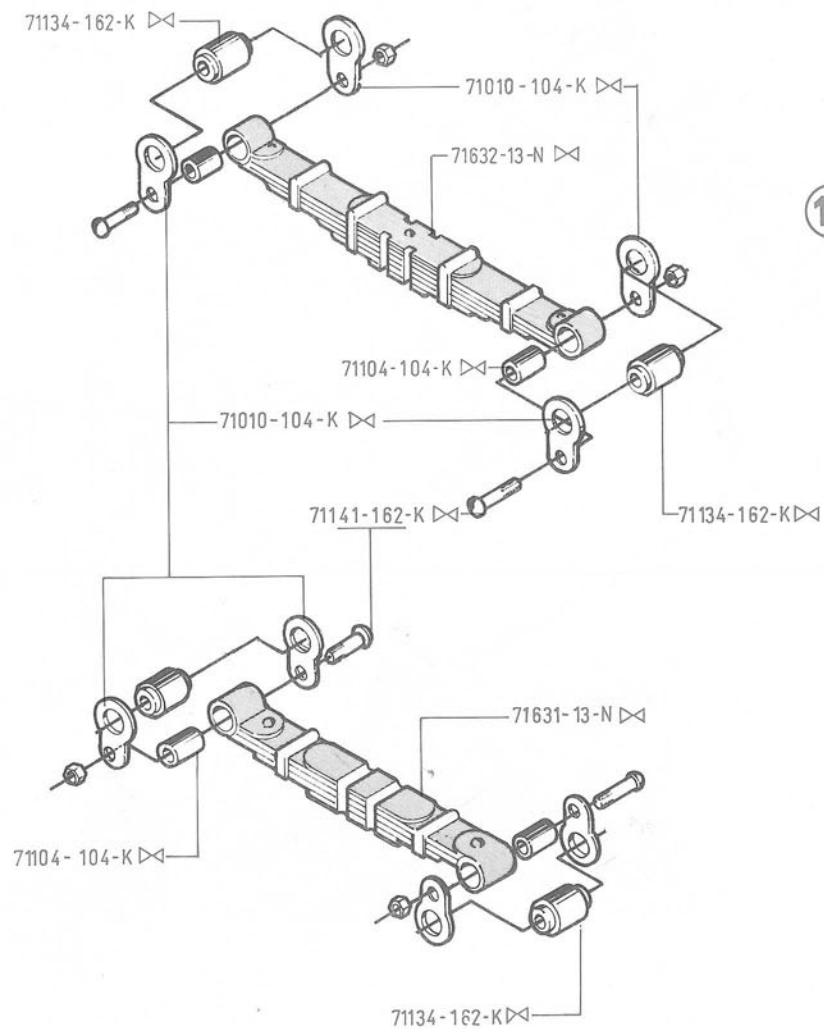
1:1



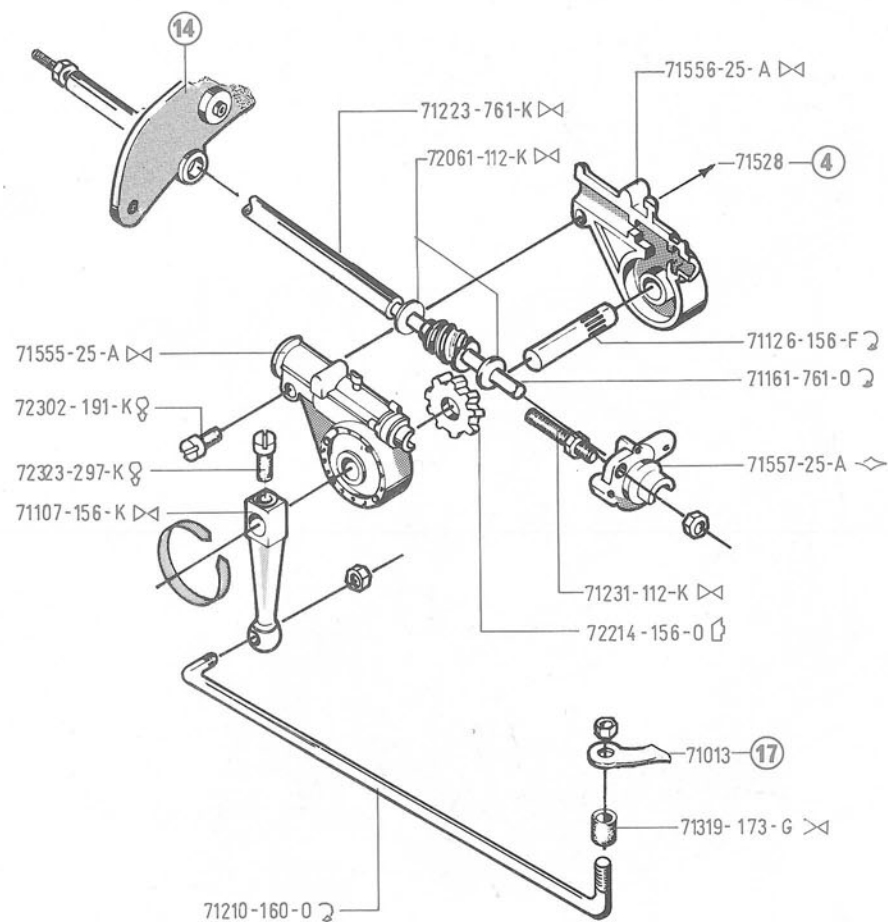
71126



72214

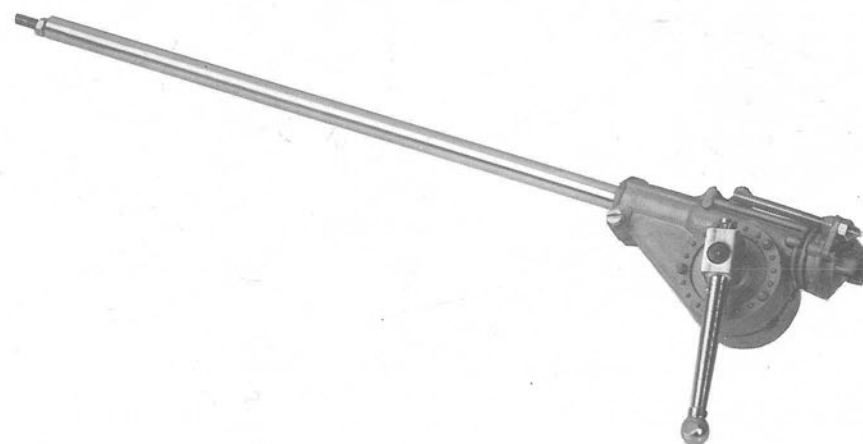
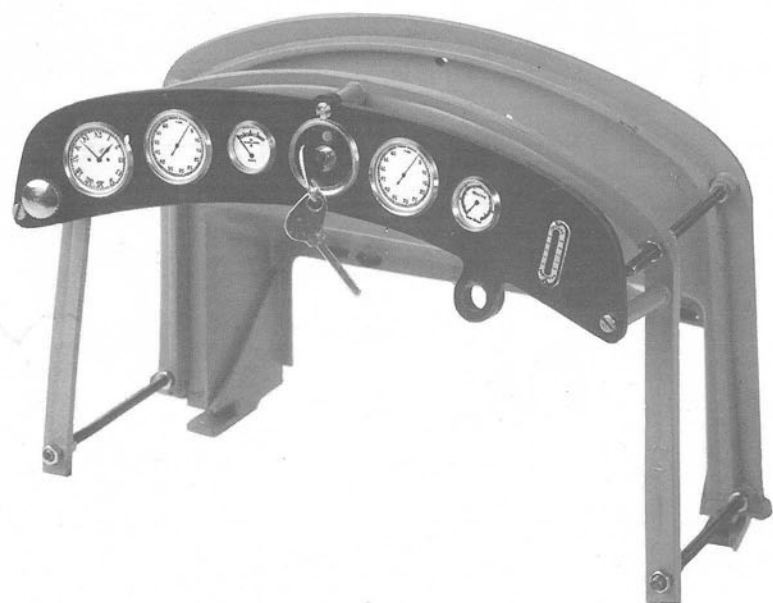
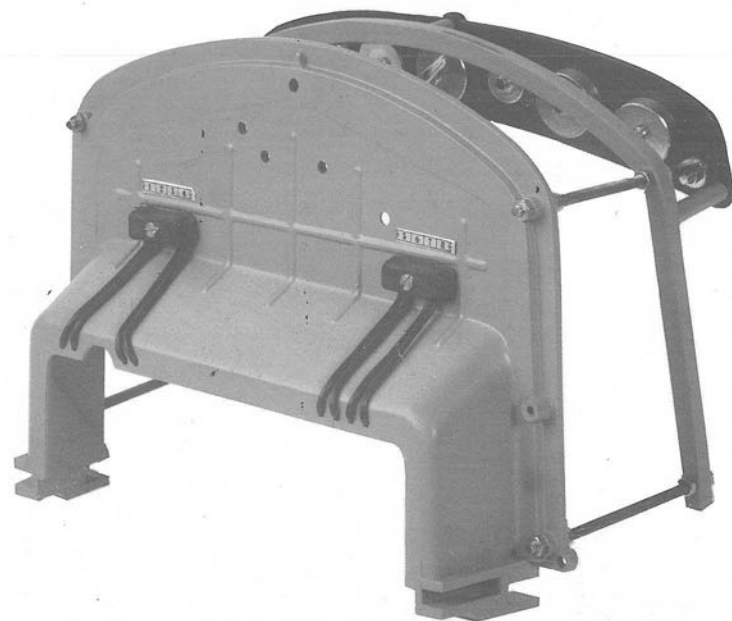
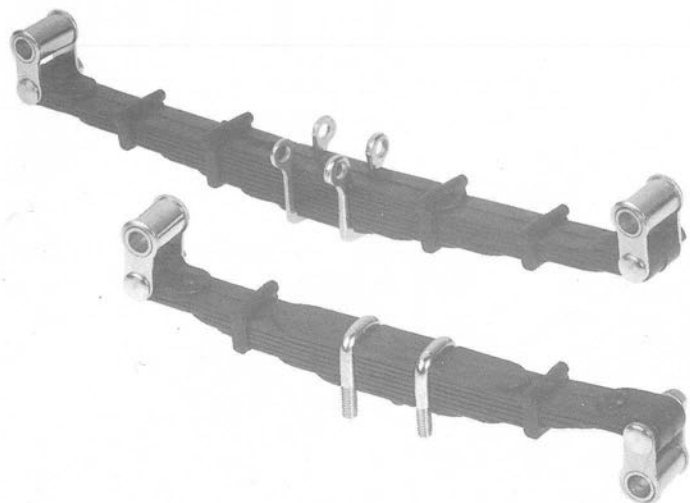


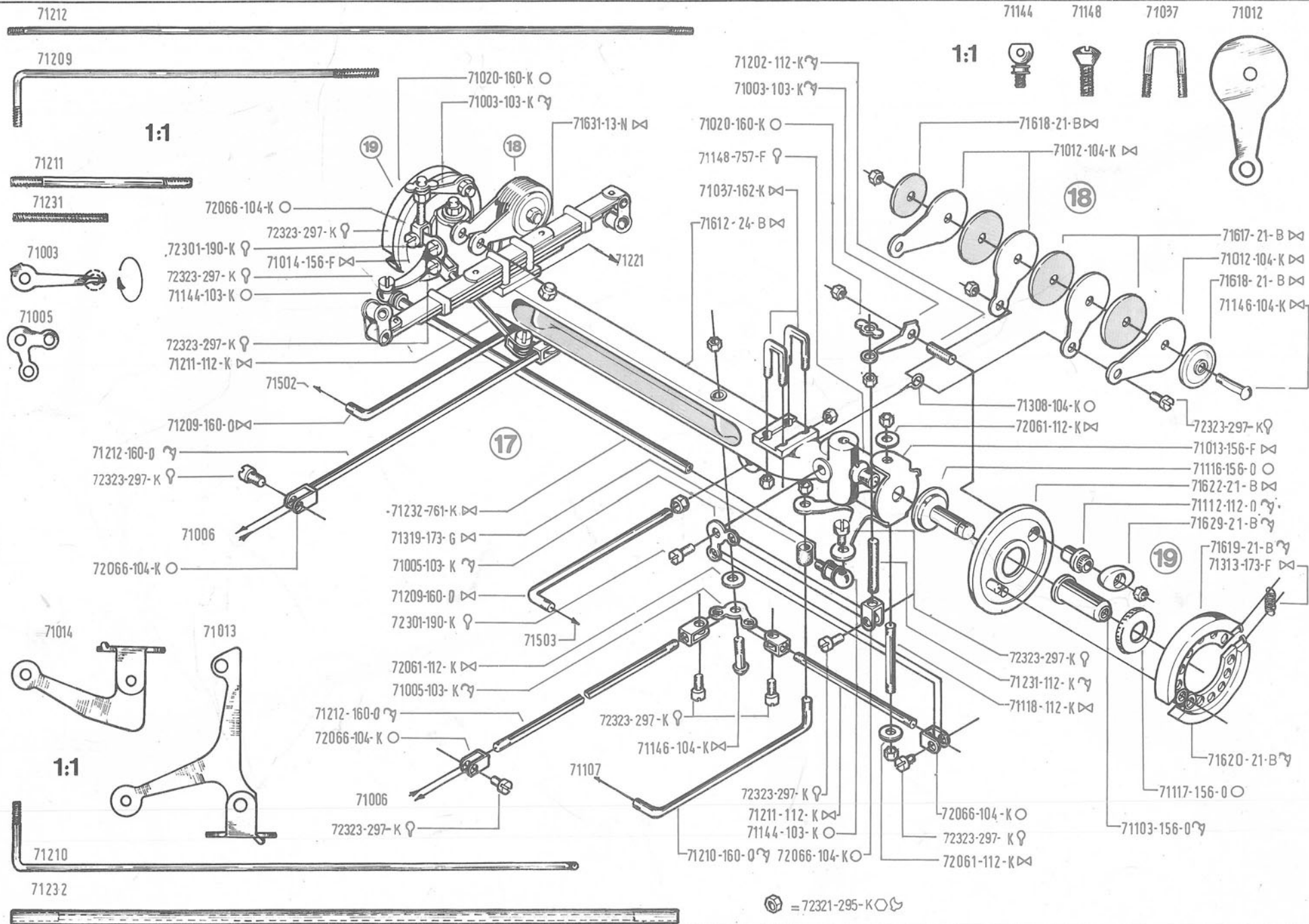
16

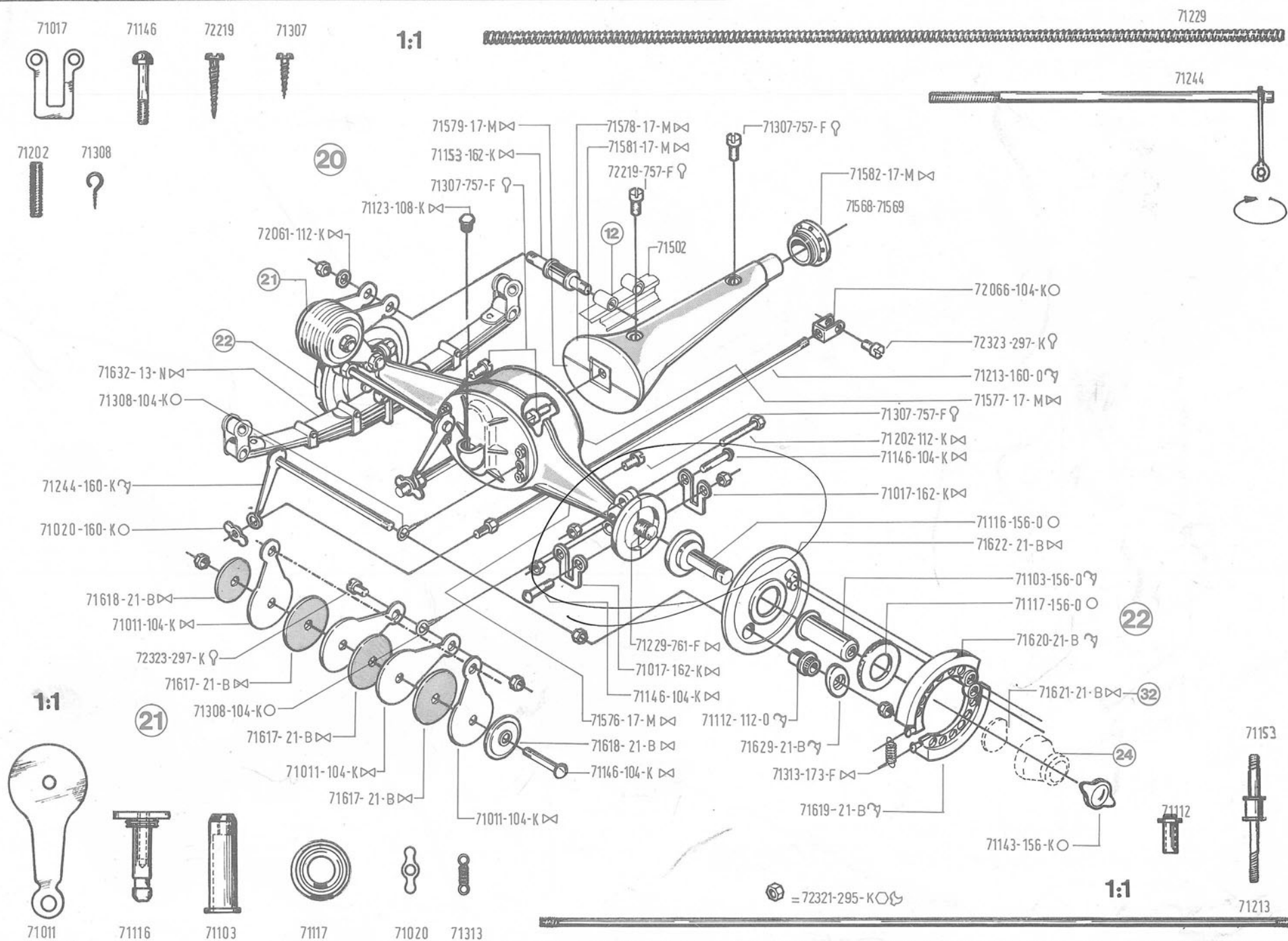


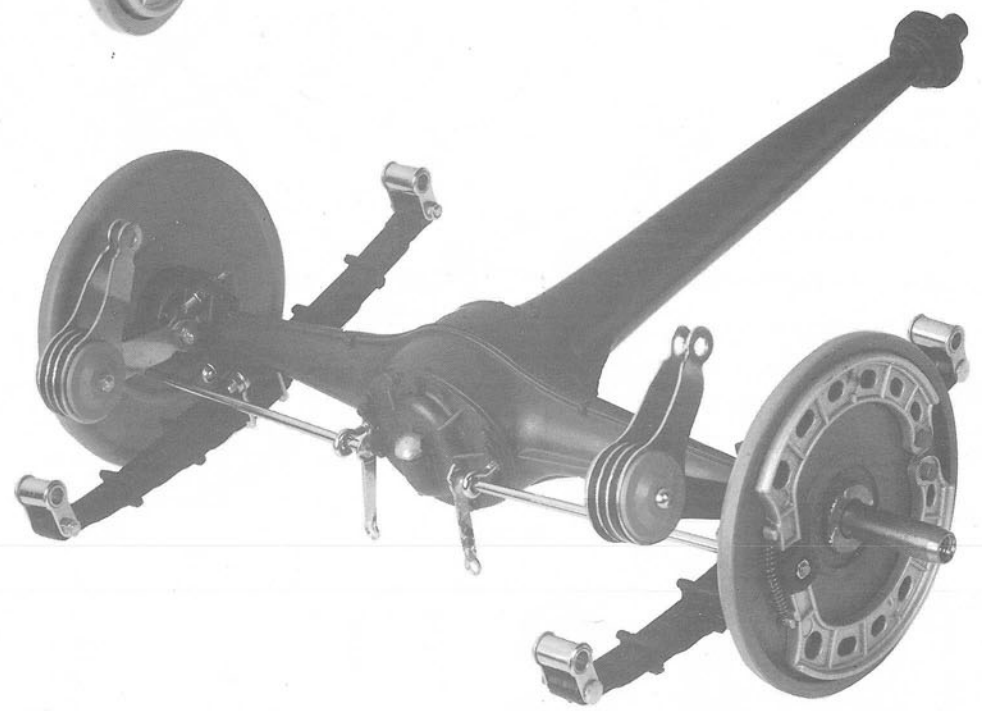
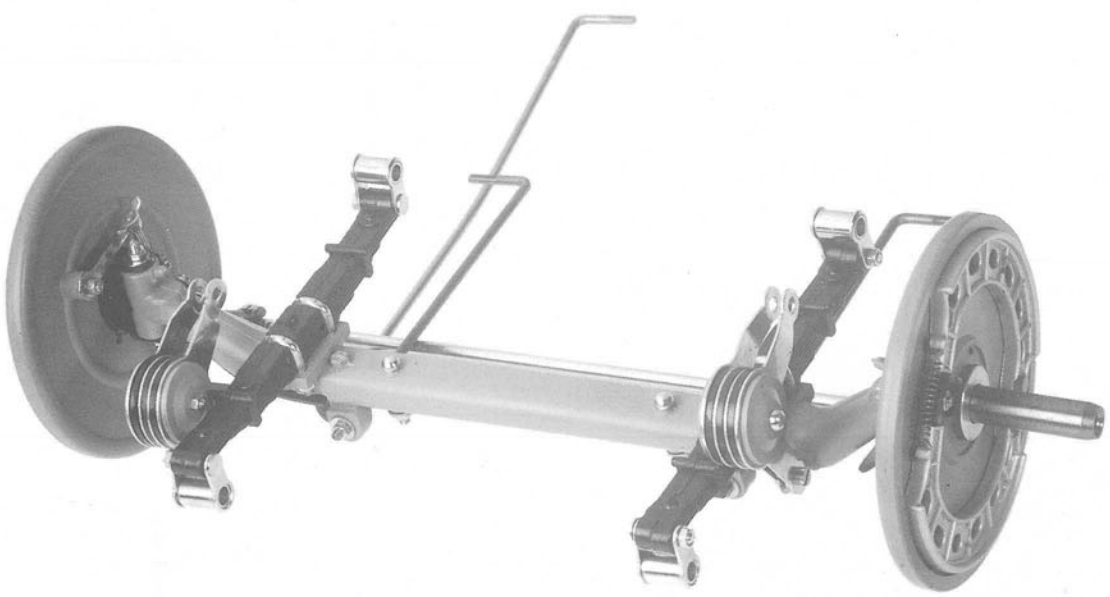
= 72321-295-K











MONTAGGIO DELLO CHASSIS

DIS. 12

Dopo aver montato i vari gruppi come da disegni N. **4-6-9-14-15-17-18-20-21** procedere al montaggio dello chassis in questo modo:

- 1) montaggio della traversa anteriore **71224** la quale deve passare attraverso a tutti i pezzi segnati nel disegno;
- 2) montaggio del radiatore completo come da disegno N. **9**;
- 3) montaggio dello sterzo come da disegno N. **16**;
- 4) montaggio del motore, cambio, organi dei freni come da disegni N. **1-2-3-4-5-6-7-8-18-21-23**;
- 5) montaggio della traversa e della scatola porta batteria **73533-73534** disegno N. **36-37**;
- 6) montaggio del serbatoio benzina disegno N. **36-37**;
- 7) montaggio della traversa posteriore **71225**;
- 8) montaggio della paratia parafiamma disegni N. **13-14-15**;

Completare lo chassis con il montaggio dei ceppi dei freni disegni N. **19-22**.

Controllare il funzionamento dei vari organi meccanici.

Montare le quattro ruote complete disegno N. **32** a mezzo delle viti **71143**.

MONTAGE DU CHASSIS

DESSIN No. 12

Après avoir assemblé les différentes parties selon dessins No. **4-6-9-14-15-17-18-20-21** procéder au montage du châssis selon les explications suivantes:

- 1) montage de la traverse antérieure **71224** laquelle doit passer par tous les morceaux indiqués sur le dessin;
- 2) montage du radiateur complet selon dessin No. **9**;
- 3) montage de la direction selon dessin No. **16**;
- 4) montage du moteur, de la transmission, des organes de freinage selon dessins No. **1-2-3-4-5-6-7-8-18-21-23**;
- 5) montage de la traverse et du berceau de la batterie **73533-73534** dessins No. **36-37**;
- 6) montage du réservoir d'essence selon dessins No. **36-37**;
- 7) montage de la traverse postérieure **71225**;
- 8) montage de la cloison pare-feu selon dessins No. **13-14-15**;

Compléter le chassis par le montage des cales de roue selon dessins No. **19-22**.

Contrôler le fonctionnement des différents organes électriques et mécaniques.

Monter les quatre roues complètes selon dessin No. **32** à l'aide des vis **71143**.

ASSEMBLY OF CHASSIS

DRAWING 12

After having completed subassemblies according to drawings **4, 6, 9, 14, 15, 17, 18, 20, and 21**, proceed as follows:

- 1) mount cross-member **71224**, passing it through all components shown in the drawing;
- 2) install the radiator, assembled as per drawing **9**;
- 3) install the steering mechanism, assembled as per drawing **16**;
- 4) mount the motor, gearbox, and brake system which have been assembled according to the respective drawings **1, 2, 3, 4, 5, 6, 7, 8, 18, 21, and 23**;
- 5) mount cross-member and battery box (**73533** and **73534**), as shown in drawings **36** and **37**;
- 6) install the fuel tank (drawings **36** and **37**);
- 7) mount rear cross-member **71225**;
- 8) install fire wall (drawings **13, 14, and 15**);

Complete the assembly by installing the brake shoes (drawings **19** and **22**).

Check the operation of the various mechanical parts

Mount the four wheel, as shown in drawing **32**, using knock-on hubs **71143**.

ZUSAMMENBAU DES CHASSIS

ABBILDUNG Nr. 12

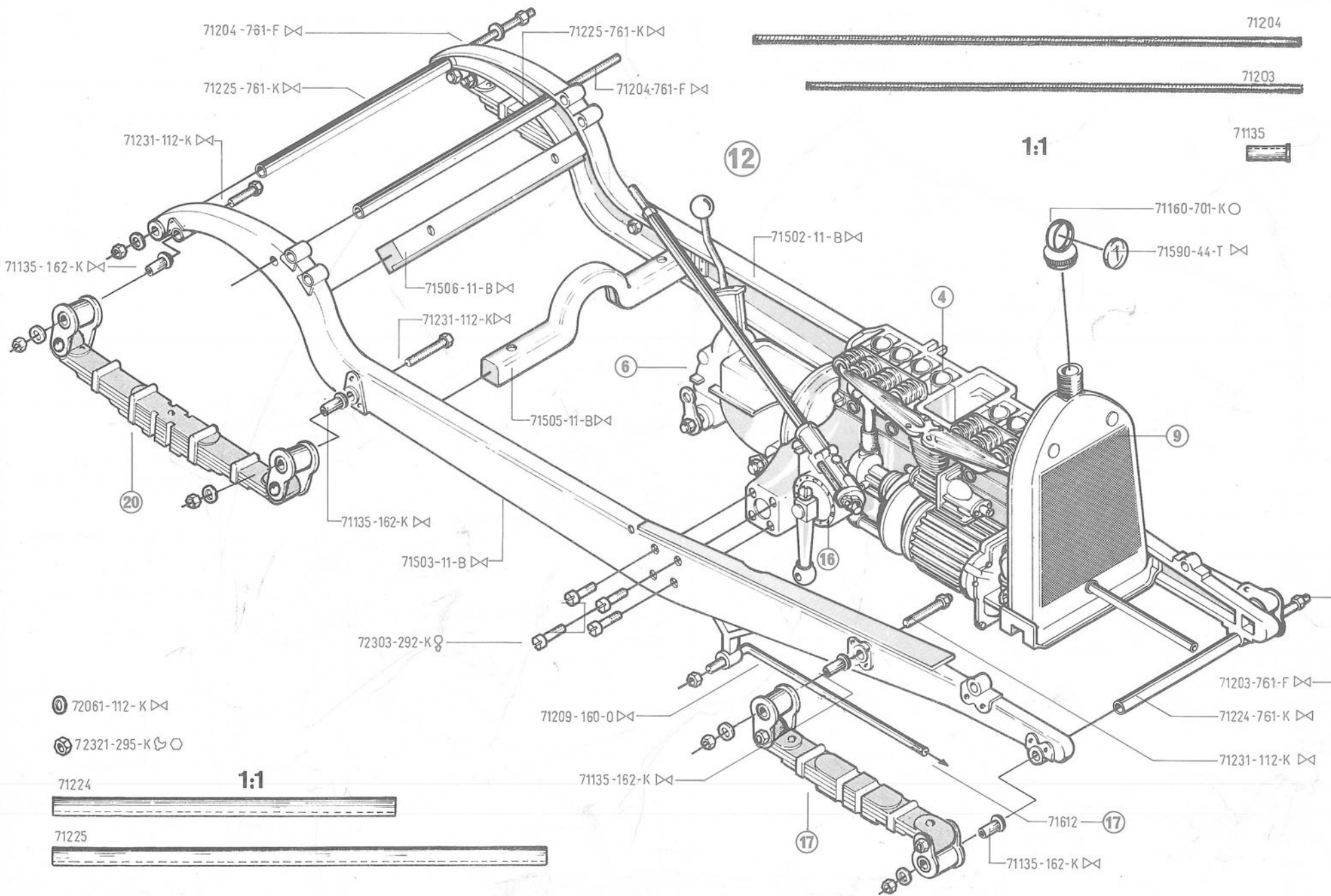
Nach den Montagearbeiten gemäss den Abbildungen Nr. **4-6-9-14-15-17-18-20-21** ist das Chassis wie folgt zusammenzubauen:

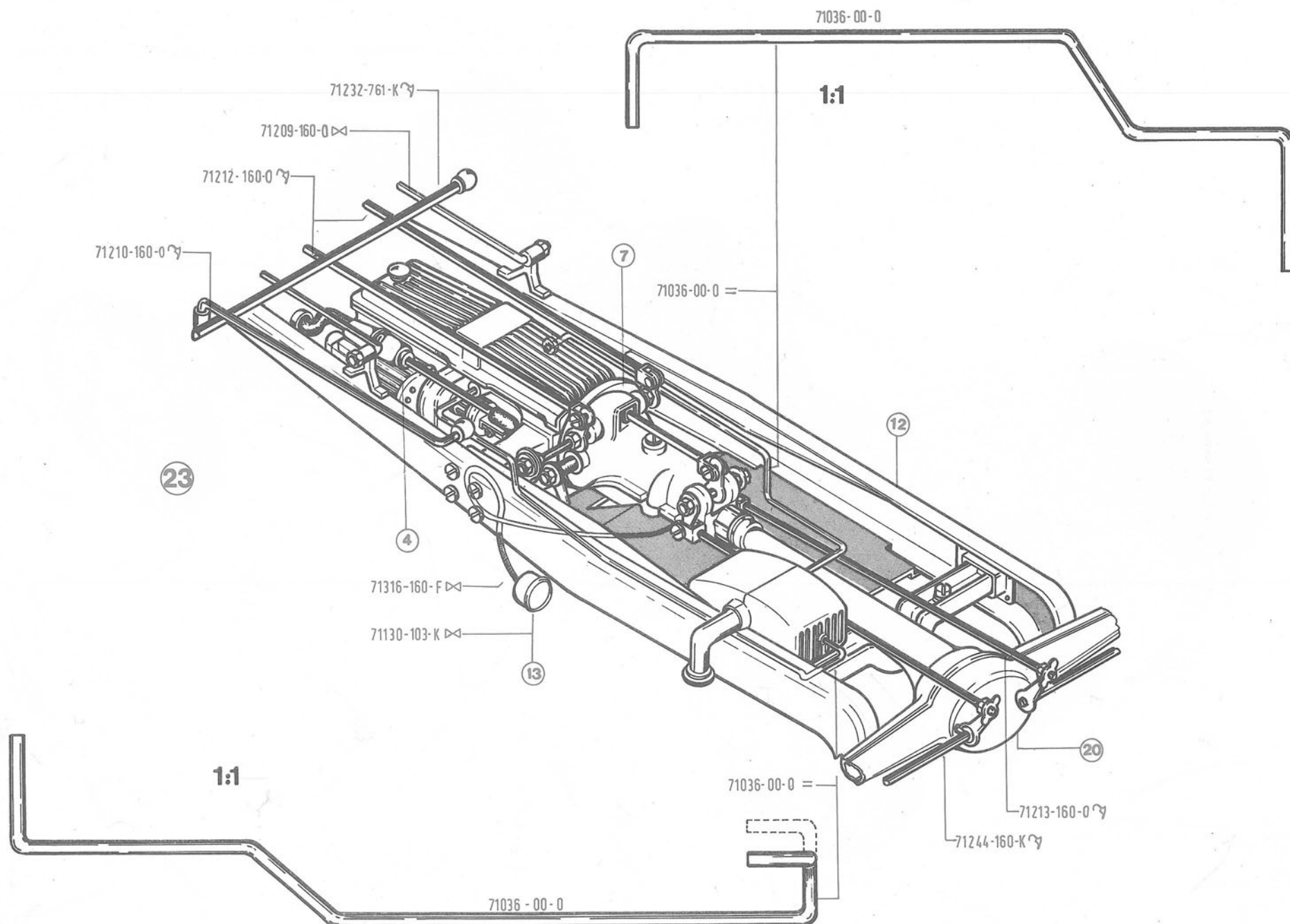
1. Einbau der vorderen Traverse **71224**, die durch alle in der Abbildung dargestellten Teile hindurchzuführen ist.
2. Einbau des Kühlers kpl. nach Abbildung Nr. **9**.
3. Einbau der Lenkung nach Abbildung Nr. **16**.
4. Einbau des Motors, des Getriebes und der Bremsanlage nach den Abbildungen Nr. **1-2-3-4-5-6-7-8-18-21-23**.
5. Einbau der Traversen und des Batteriekastens **73533-73534** nach Abbildung Nr. **36-37**.
6. Einbau des Kraftstofftanks nach Abbildung Nr. **36-37**.
7. Einbau der hinteren Traverse Nr. **71225**.
8. Einbau des Fiammenschutzes nach Abbildung Nr. **13-14-15**.

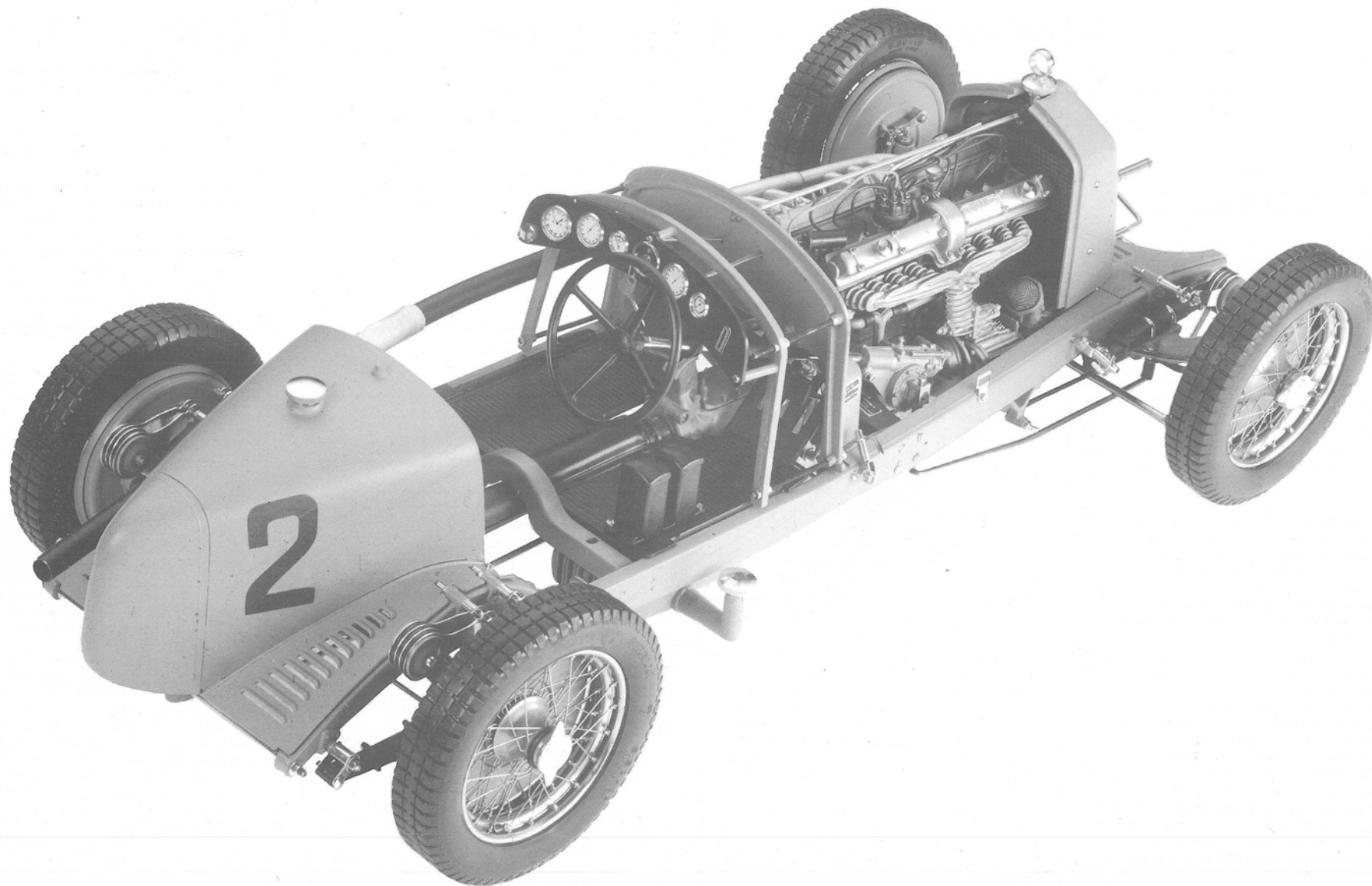
Anschliessend sind noch die Bremsbacken nach Abbildung Nr. **19-22**. Zu montieren.

Den Betrieb der einzelnen elektrischen und mechanischen Teile **71143** kontrollieren.

Die kompletten Räder nach Abbildung Nr. **32** mittels der Schrauben montieren.







MONTAGGIO DELLE RUOTE DIS. 24-32

Il montaggio delle ruote non presenta alcuna difficoltà, richiede solo un po' di pazienza e di attenzione. Procedere in questo modo:

- dopo aver montato il mozzo al completo come da dis. 24 montare il primo anello di metallo (71015) con il primo di plastica (71625) e fissarli insieme con le 3 viti (72301), capovolgendo ed infilare entrambi ed il mozzo (24) nella mascherina di montaggio (71628) (Dis. 25).

A questo punto incominciare a sistemare la prima serie dei raggi seguendo lo schema del dis. 26 e cioè come segue:

- infilare un'estremità del primo raggio (71024) in una delle tacche del mozzo (dis. A) e ruotare entrambi fino a poter appoggiare l'altra estremità del raggio nell'alloggiamento dell'anello in plastica contrassegnato con il numero 1. Tenere presente che a questa estremità del raggio stesso, vi dovrà essere il relativo tirante (72120) (dis. B) il quale dovrà entrare per metà nell'alloggiamento forzando leggermente (dis. C).

Seguendo lo stesso sistema sistemare un altro raggio che deve entrare nell'alloggiamento n. 2 e così via fino al n. 20.

Per facilitare questa operazione il dis. 26 è riprodotto in grandezza naturale e quindi appoggiando sopra le varie parti si può seguire con precisione la esatta posizione di tutti i raggi.

Dopo aver sistemato tutta questa prima serie di 20 raggi bisogna bloccarli come da dis. 27 e cioè fissandogli sopra il secondo anello di metallo (71016) ed il rispettivo anello in plastica (71626) e bloccando il tutto con le 3 viti (72301). Fare bene attenzione che il piccolo incavo semicircolare sull'orlo di questo secondo anello di plastica (come anche di quello successivo) sia esattamente alla stessa altezza di quello del primo anello.

Arrivati a questo punto si può sistemare la seconda serie di raggi (71025) come da dis. 28 seguendo lo stesso ordine e lo stesso sistema già eseguiti per i precedenti tenendo presente che la numerazione di questi raggi va dal n. 21 al n. 40. Bloccare quindi questa seconda serie di raggi come specificato nel dis. 29 tenendo cura di avvitare la valvola (72101) nel relativo foro dell'anello (71035).

Sistemare quindi la terza serie di raggi (71026) come da dis. 30 seguendo lo stesso ordine e lo stesso sistema già eseguiti per i precedenti tenendo presente che la numerazione di questi raggi va dal n. 41 al n. 60 e bloccarli con l'ultimo anello (71015) avvitando le tre viti (72301) (dis. 31).

Sfilare quindi la ruota finita dalla mascherina e montare il relativo pneumatico dis. 32 avendo cura di non fare delle pressioni nel mozzo per non correre il rischio di sforsare i raggi e quindi deformare la ruota stessa.

MONTAGE DES ROUES DESSIN N. 24-32

Le montage des roues ne présente aucune difficulté. Il nécessite seulement un peu de patience et d'attention. Procéder de la façon suivante:

- Après avoir assemblé le moyeu selon dessin 24 joindre la première jante métallique (71015) au premier cercle de plastique (71625) à l'aide de trois vis (72301). Placer ces deux dernières pièces maintenant unies ainsi que le moyeu 24 dans le gabarit de montage (71628) (Dessin 25).

La première série de rayons peut maintenant être disposée selon schéma du dessin 26 à savoir:

- Insérer une extrémité du premier rayon (71024) dans l'une des cavités du moyeu (dessin A) et visser de telle façon que l'autre extrémité puisse être facilement serrée dans le logement correspondant (No. 1) du cercle en plastique. Tenir également compte de la tringle (72120) (dessin B), que l'on forcera légèrement dans le logement du cercle jusqu'à concurrence de la moitié de sa longueur (dessin C).

Poursuivre le même système avec le rayon suivant qui prendra place dans la cavité N. 2 et ainsi de suite jusqu'au No. 20.

Afin de faciliter ce travail, le dessin No. 26 est reproduit à l'échelle 1/1, et de ce fait, l'application des différents éléments sur celui-ci permet de repérer avec exactitude l'emplacement de tous les rayons.

Après avoir disposé cette première série de 20 rayons assurer leur fixation définitive selon dessin 27 en apposant la seconde jante métallique (71016) ainsi que le cercle en plastique correspondant (71626) tout en bloquant le tout avec les 3 vis (72301). Observer la petite entaille semi-circulaire sur les trois cercles en plastique. Faire de telle sorte que les trois entailles soient au même niveau.

L'on peut maintenant disposer la seconde série de rayons (71025) selon dessin 28 en suivant le même ordre et le même processus que précédemment tenant compte toutefois que les rayons sont numérotés de 21 à 40. Bloquer la seconde série de rayons selon indications du dessin 29 tout en ayant soin de visser la valve (72101) dans le logement prévu à cet effet (71035). Procéder à la pose de la troisième série de rayons 71026 selon dessin 30 suivant toujours le même ordre et le même processus mais en employant cette fois-ci les rayons numérotés de 41 à 60. Bloquer ceux-ci à l'aide de la dernière jante métallique (71015) par l'intermédiaire de 3 vis (72301) (dessin 31).

Enlever le gabarit de montage et procéder à la fixation du pneu (dessin 32) tout en ayant soin de ne pas opérer de pression sur le moyeu afin d'éviter une déformation des rayons.

ASSEMBLY OF WHEELS DRAWINGS 24-32

Assemble the wheels according to the instructions below. It will take some patience and care, but should present no great difficulty.

- Having assembled the hub, as shown in drawing 24, mount the metal ring (71015) onto the first plastic ring (71625), using screws 72301.

Turn this assembly over with the screwheads facing down and place it on assembly jig 71628, together with the hub, as shown in drawing 25.

Then lace the first set of spokes according to diagram 26.

- Fit the end of the first spoke (71024) into one of the slots of the hub as shown in "A". Thread it in, so that the other end of the spoke will just fit into the slot, marked 1, on the plastic ring. Take into account the length of the nipple (72120) that is to be mounted at the end of the spoke, as shown in "B". Then snap the nipple into the slot, as shown in "C".

- Proceed with the next spoke, placing it into slot 2, and continue up to slot 20.

- Diagram 26 is to full scale. By placing the assembly on it, the exact placement of the individual spokes can be established.

- Then lock the first 20 spokes by mounting the second metal (71016) and plastic (71626) rings to the first assembly, as shown in drawing 27. Use three screws (72301) to fasten. Note that the notches on the periphery of the plastic rings must be aligned.

- Now install the second set of spokes (71025), following diagram 28, using the same procedure as above. Note that these slots are numbered 21 to 40.

- This second set of spokes is fastened as shown in drawing 29, and the tire valve (72101) is then threaded into ring 71035.

- Now proceed with the third set of spokes (71026) using diagram 30. The slots are numbered 41 to 60. These spokes are locked in by the metal ring (71015), using three screws (72301), as shown in drawing 31.

- Finally, remove the wheel from the jig and fit the tire, as shown in drawing 32. Take care not to bend the spokes by excessive pressure on the hub.

MONTAGE DER RÄDER ZEICHNUNG NR. 24-32

Die Montage der Räder bereitet keine Schwierigkeiten, erfordert jedoch etwas Geduld und Aufmerksamkeit. Man geht wie folgt vor:

- Nach Zusammenbau der Radscheibe gemäss Zeichnung 24 fügt man den ersten Metallring (71015) und den ersten Plastikring (71625) zusammen und befestigt beide mit den drei Schrauben (72301). Beide Teile und die Radscheibe setzt man dann auf die Montagevorrichtung (71628) (Zeichnung 25).

Jetzt bereitet man den ersten Satz Speichen gemäss Schema auf Zeichnung 26 vor, und fährt wie folgt fort:

- Das eine Ende der Speiche (71024) fügt man in eine der Kerben der Radscheibe (Zeichnung A) ein und dreht beide, bis man das andere Ende der Speiche in die dafür vorgesehene Halterung im Plastikring (bezeichnet mit Nr. 1) einfügen kann. Bitte beachten Sie, daß dieses Ende der Speiche mit dem entsprechenden Nippel (72120) (Zeichnung B) versehen sein muß. Dieser Nippel wird durch leichten Druck in die dafür vorgesehene Halterung (Zeichnung C) eingefügt.

Nach dem gleichen Verfahren bringt man eine weitere Speiche an, welche in die vorgesehene Halterung Nr. 2 eingefügt werden muß und so fährt man fort bis Nr. 20.

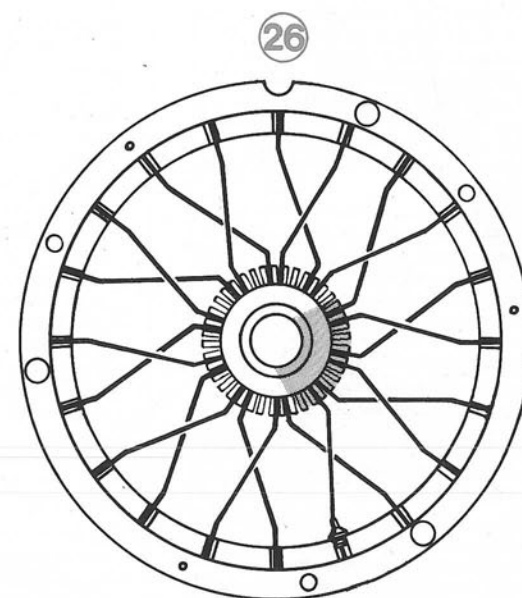
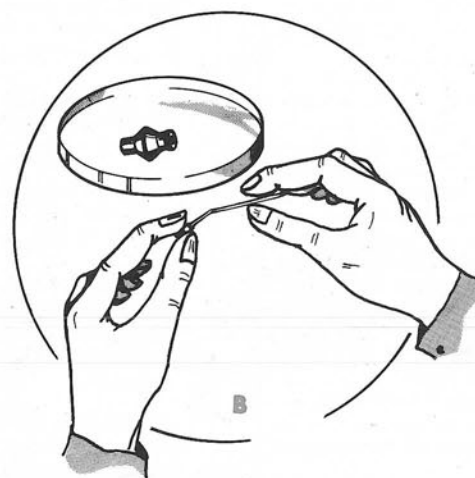
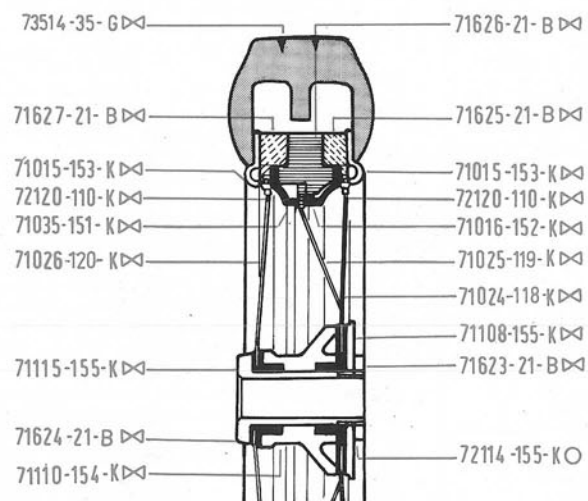
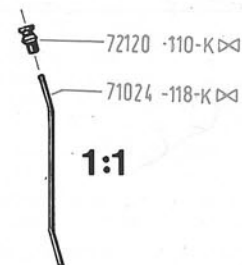
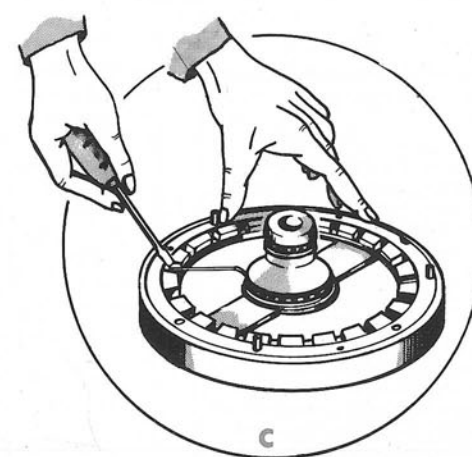
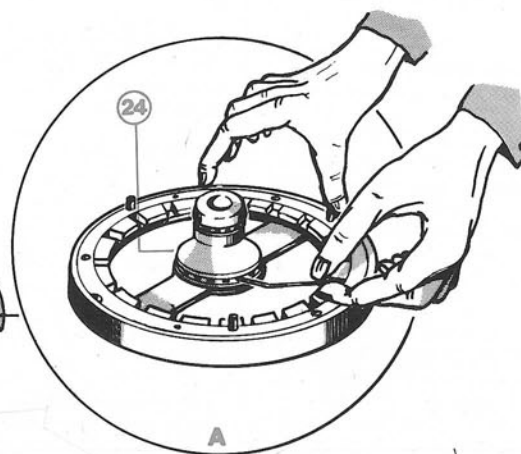
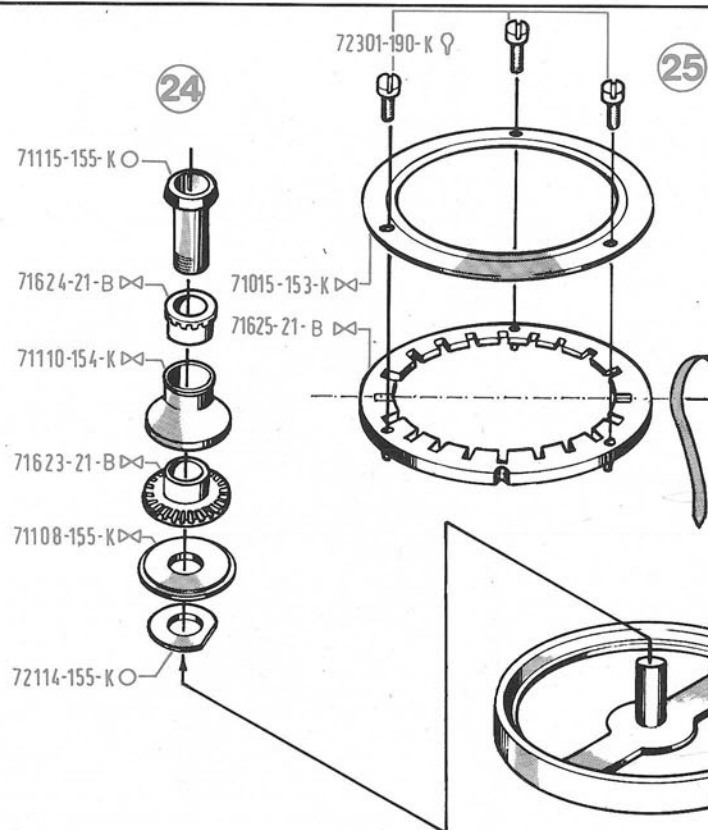
Um diesen Vorgang zu erleichtern, ist Zeichnung 26 in natürlicher Größe wiedergegeben und man kann durch leichten Druck auf die verschiedenen Teile die genaue Position aller Speichen erreichen.

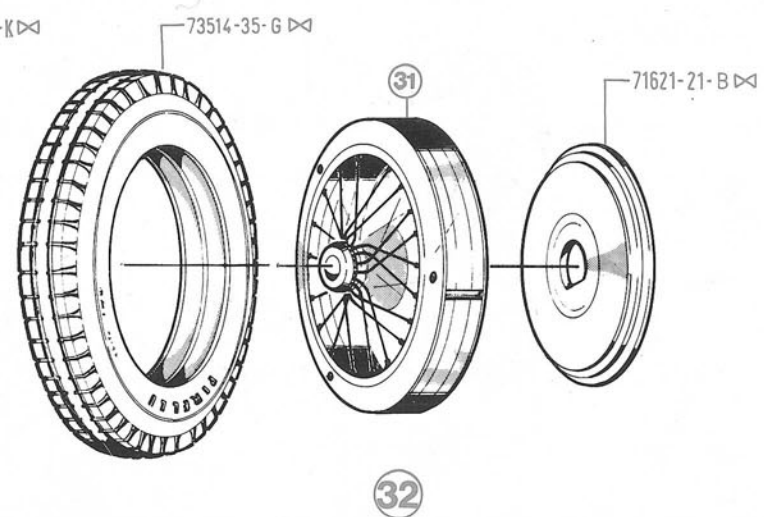
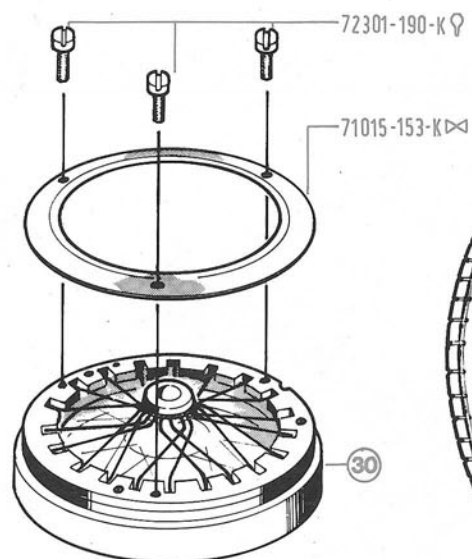
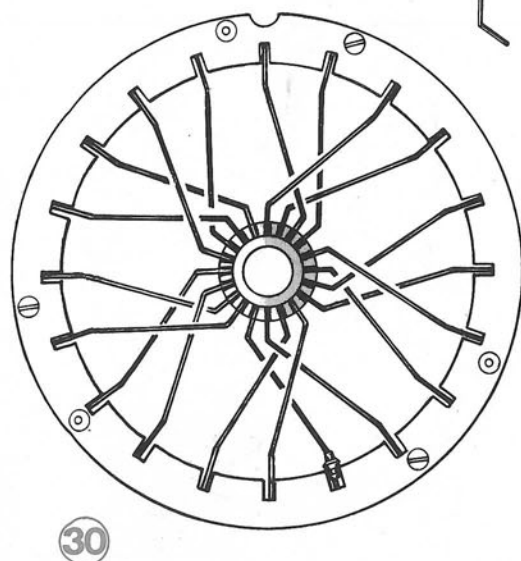
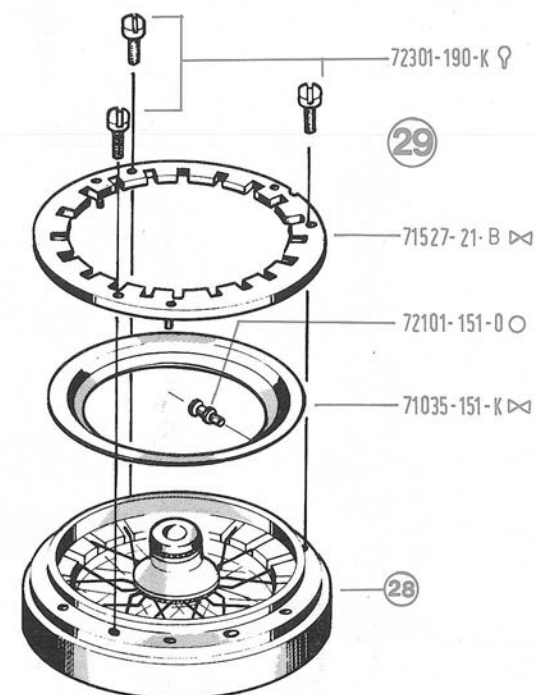
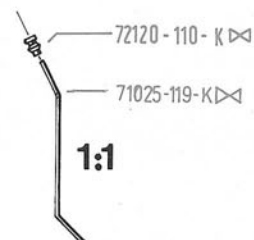
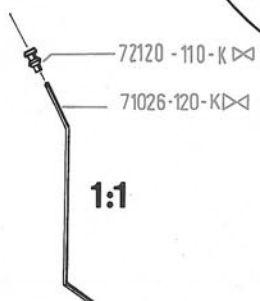
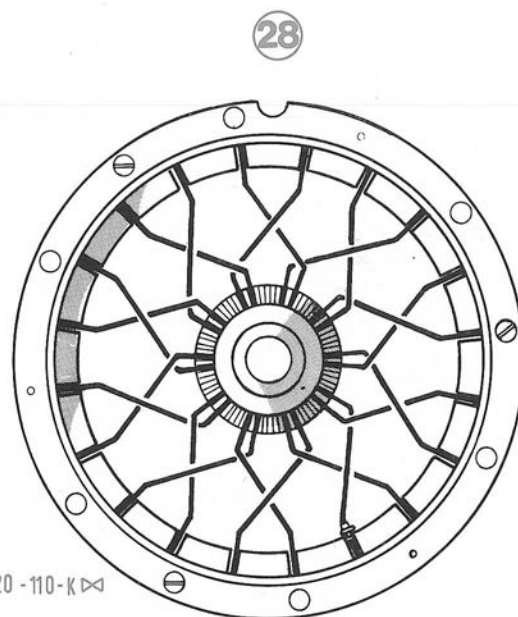
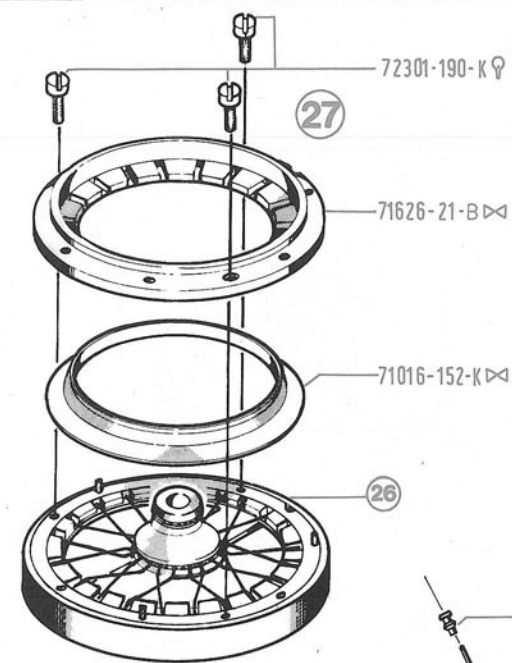
Nachdem man diese erste Serie von 20 Speichen montiert hat, werden sie gemäss Zeichnung 27 arretiert, das heißt man befestigt sie auf dem zweiten Metallring (71016) und dem entsprechenden Plastikring (71626) und befestigt alles mit drei Schrauben (72301). Es ist besonders darauf zu achten, daß die kleine, halbkreisförmige Einbuchtung auf dem Rad dieses zweiten Plastikrings (wie auch auf dem folgenden), auf der gleichen Höhe des ersten Ringers liegt.

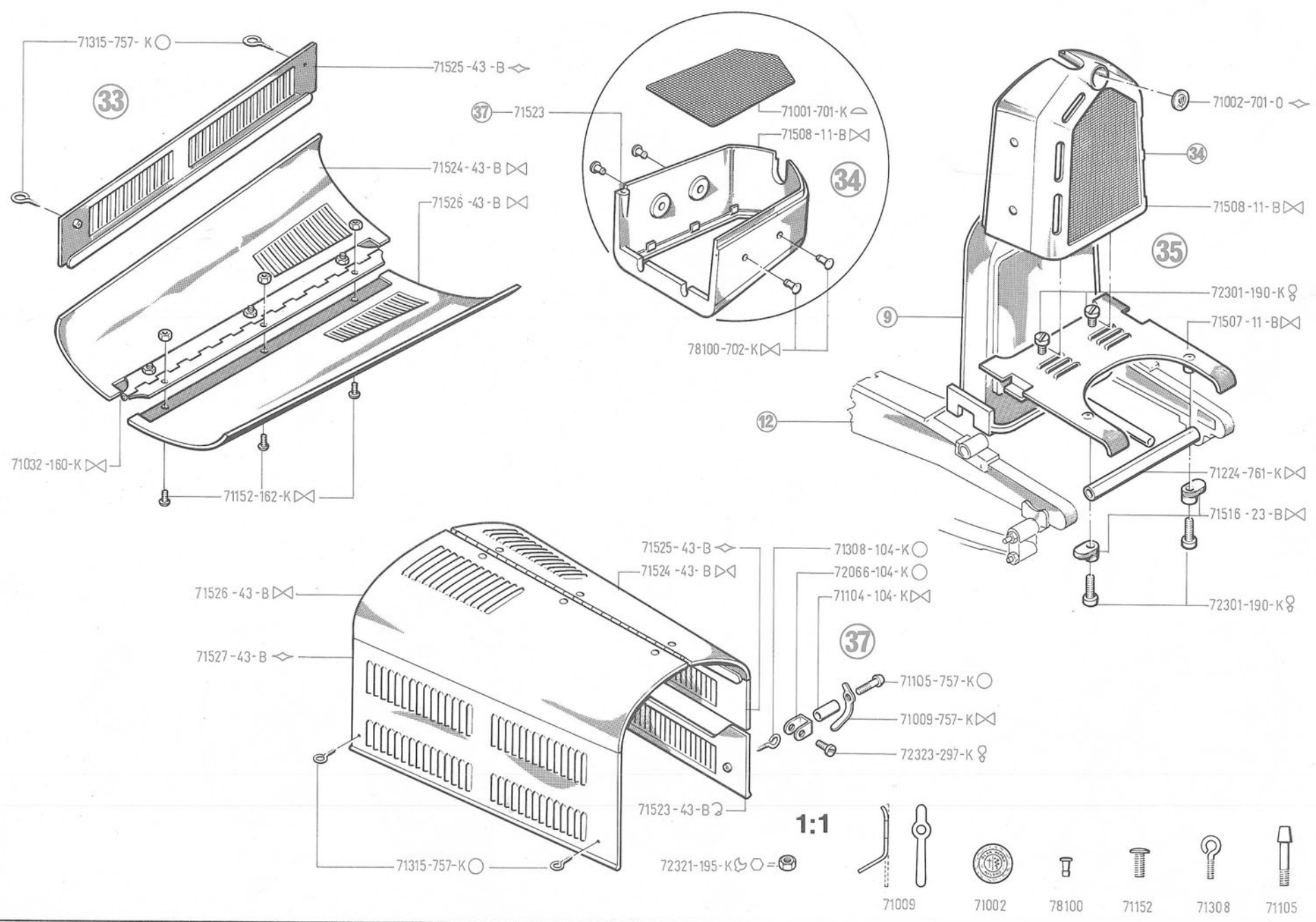
Wenn Sie an diesem Punkt angekommen sind, können Sie die zweite Serie Speichen (71025) vorbereiten und in Anlehnung an Zeichnung 28 nach dem oben beschriebenen Schema montieren; es handelt sich bei diesem Arbeitsgang um die Speichen Nr. 21 - Nr. 40. Die zweite Serie Speichen wird wie auf Zeichnung 29 angegeben arretiert und das Ventil (72101) in die dafür vorgesehene Öffnung des Ringes (71035) eingeschraubt.

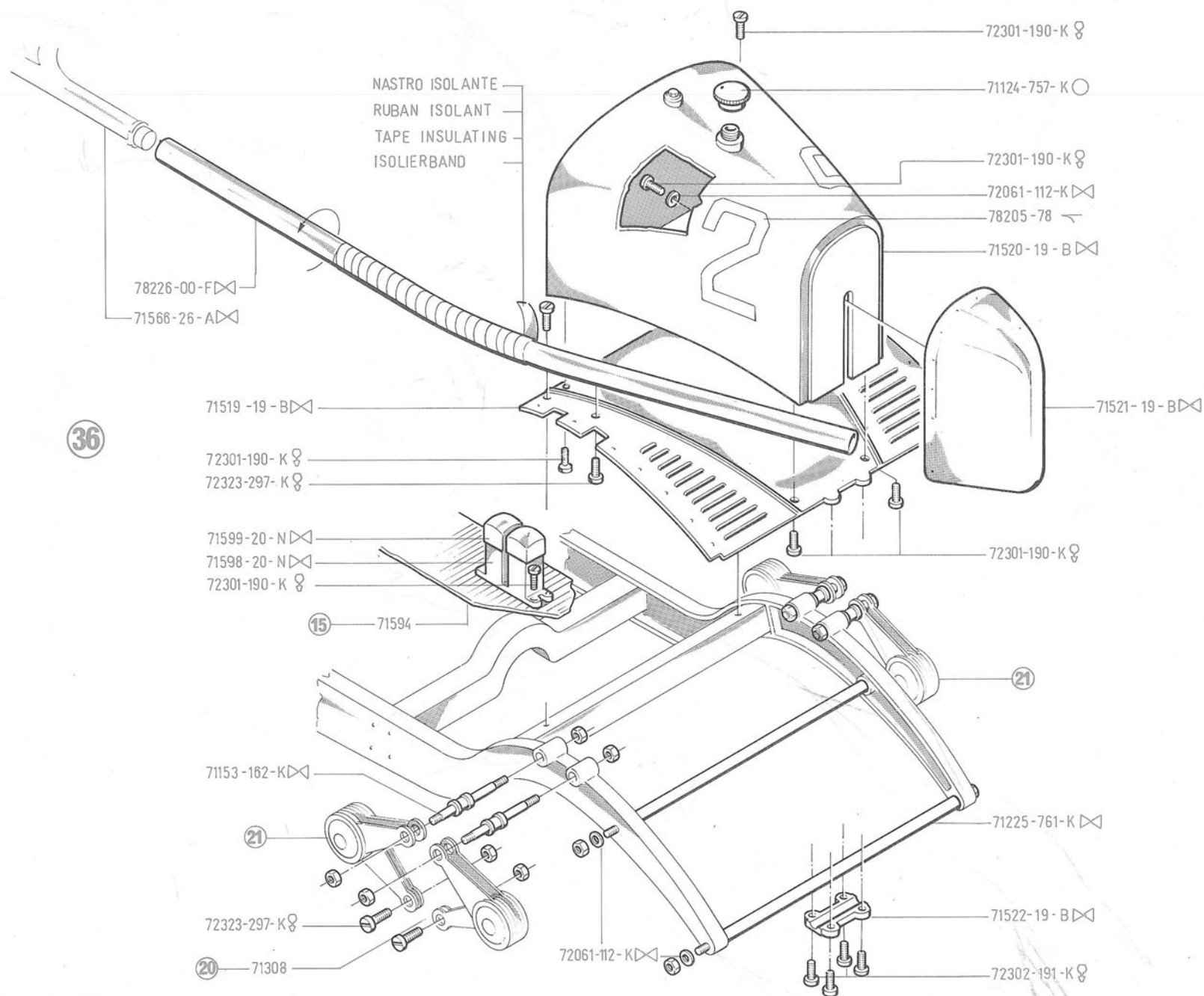
Jetzt wird die dritte Serie Speichen (71026) Nr. 41 bis Nr. 60, vorbereitet und gemäss Zeichnung 30 in der gleichen Reihenfolge, wie bereits oben beschrieben, angebracht. Alles wird mit dem letzten Ring (71015) arretiert und mit drei Schrauben (72301) befestigt. (Zeichnung 31).

Jetzt wird das Rad von der Montagevorrichtung abgenommen und der Reifen (Zeichnung 32) aufgezogen. Bitte üben Sie hierbei keinerlei Druck auf die Radscheibe aus, damit die Speichen nicht verbiegen und sich das Rad deformiert.









1:1

= 72321-295-KO

