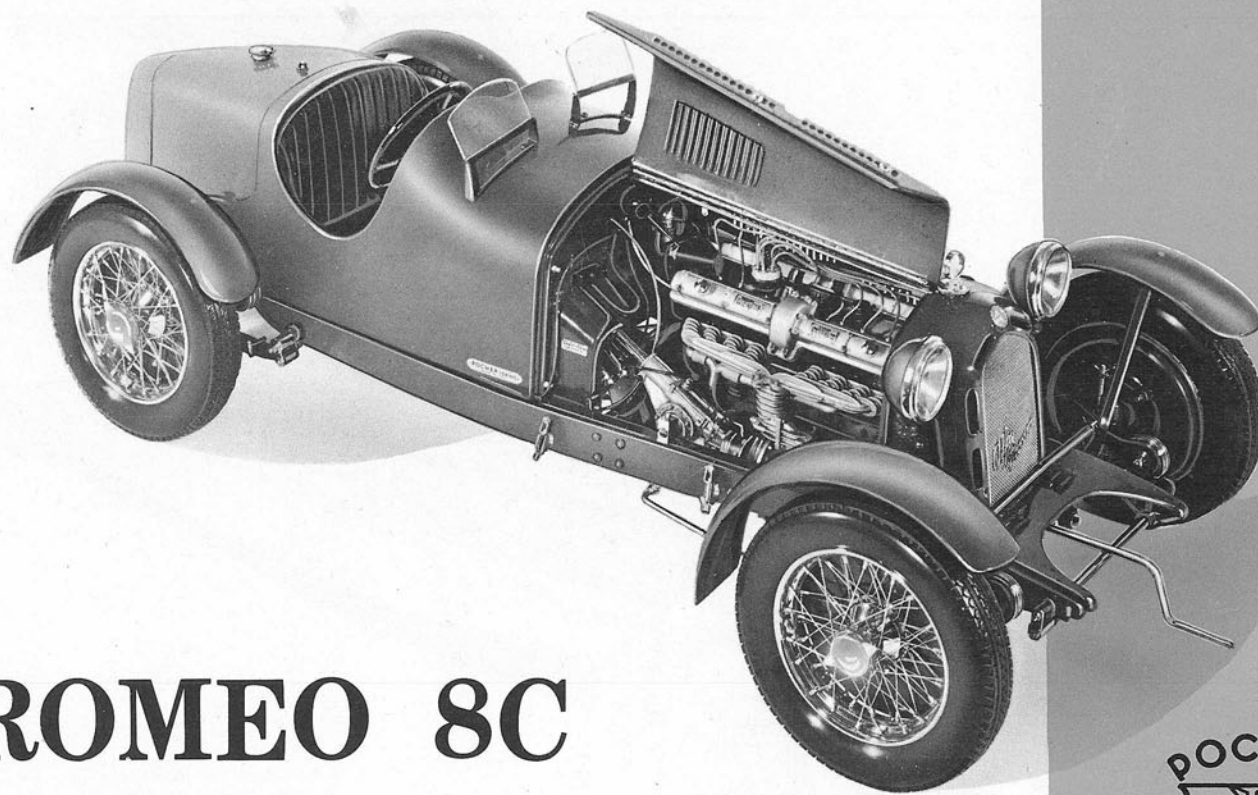




ALFA ROMEO 8C

2300 MONZA

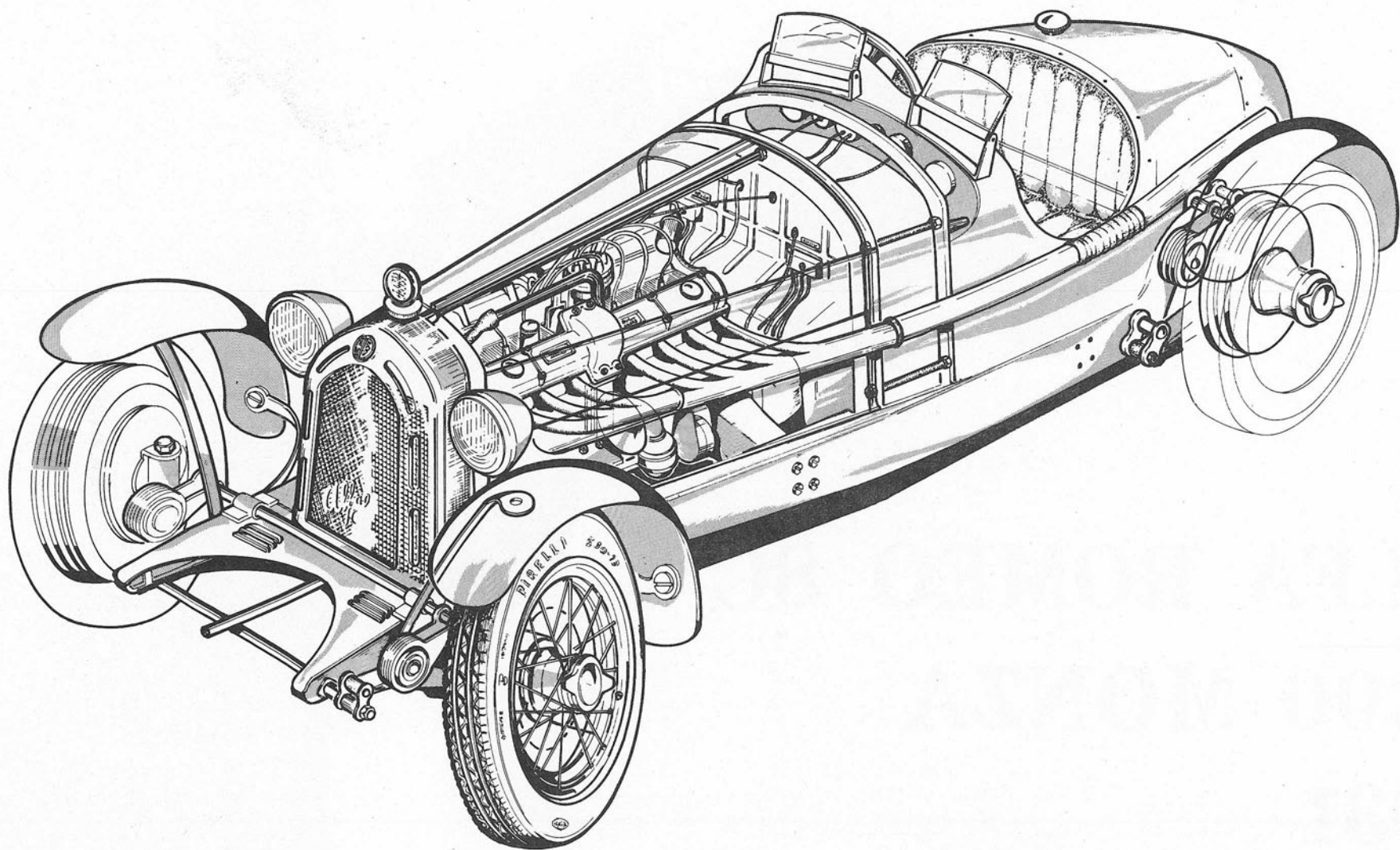
1931



POCHER

S. p. A.





Alfa Romeo 8 C 2300 Monza 1931

The tremendous success obtained on the world market by the 130 HP FIAT « Grand Prix de France 1907 » has incited us to produce a new model which should satisfy all car-lovers; the Alfa Romeo 8 C 2300 « Monza 1931-1934 ». This model is a faithful reproduction of an existing motor car now owned by a famous Italian collector and car enthusiast.

Thanks to original drawings and voluminous documentation supplied by Alfa Romeo, it was made possible to achieve this beautiful model.

This one-eighth scale model car is made out of various materials making a total of 1452 pieces, out of which 270 pieces of high resistance plastic, 809 pieces of brass, 255 pieces of stainless steel, and 118 pieces of other materials including steel, iron, copper, rubber, etc.

The included assembly plan clearly shows how to put all the parts together without any cement being necessary. The scale of one-eighth has been faithfully respected down to the smallest detail, thus we hope to give full satisfaction to the most critical connoisseur.

This model in the reproduction of one of the most important cars, built in the Golden Age of sports cars by the great Milanese firm. It is the 8 C 2300 Monza Grand Prix type. This model was developed by Vittorio Jano of Turin, already known for his 2 litre, eight cylinder P 2 which had won Grand Prix races in 1924 and was World Champion of 1925. This motor pioneer also developed the 1500 6 C in 1926 and the 1750 6 C in 1929.

The « Monza » 2300 8 C made their « débuts » in the 1931 Italian Grand Prix in which they came first and second in the final order, after a ten hour race run at an average speed of 94 miles per hour.

Technical Data:

Motor: eight cylinders in line.
Bore and stroke: 65 x 88 mm.
Cylinder capacity: 2336 cc.
Power: 165 Horse Power in 1931. 178 Horse Power at 5,400 r.p.m. in 1933.
Supercharger.
Clutch: Dry, multiple disc.
Gear-box: four non-synchronized forward-gears, one reverse.
Rigid back axle with transmission shaft fitted inside the central tunnel of the axle.
Large drum brakes assuring very efficient service.
Easy working steering equipment.
Wheelbase: 2.65 m.
Width: 1.38 m.
Overall length: 3.835 m.
Net weight: 920 kgs.
Maximum speed: 225 km/h.
Two seater body.

In the Ferrari racing team had the engine capacity of some of these cars increased to 2556 cc.

Though the model in question here was designed for Grand Prix competition, it also took part in sports cars (G.T.) competitions. For this reason, mud guards, head and sidelights and a spare wheel were added.

The car's period of world fame stretched mainly in between the years 1931-1933; years which witnessed impressive victories by the ace drivers of the time such as Nuvolari, Campari, Varzi, Borzacchini, Caracciola, Trossi, Brivio, Tadini, Siena and so on. All these stars of the motor racing world, either drove for the Alfa Romeo's official team, or with the Ferrari racing team. Other private drivers including Etancelin, Zehender, Wimille, Sommer and others helped to contribute to Alfa Romeo's glory not only in Europe but also overseas.

In addition to the technical data here is an outline of this famous car's victories.

1931 - Italian Grand Prix (ten hours) - Pontedecimo climb - Giovi - 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 - Grand Prix de Lorraine - Comminges Grand Prix - Mont Ventoux climb - Marseille Grand Prix - Grand Prix of Finland.

1933 - Winter Grand Prix of Sweden - Tunisian Grand Prix - Turbie climb - Alexandria ring - International trophy - Parma to Bereto climb - Picardy Grand Prix - Targa Florio - Eifel Grand Prix - Grand Prix of Barcelona - Grand Prix de la Marne - Irish Grand Prix - Summer Grand Prix of Sweden - Targa Abruzzo - Stelvio climb - Rio de Janeiro Grand Prix.

We have done everything within our power, technically, to make this model as faithful a reproduction as possible. In particular, we have tried to make it not only a static model but one with as many operating parts as possible, in particular:

- the crankshafts, complete with connecting rods, pistons and pins, perform all the movements by acting on the starting handle;
- the steering wheel works;
- the pedal brake operates on all four wheels;
- the boot can be opened;

all, of course, faithful to the original model.

We hope that, with this new model, we have managed to satisfy even the most demanding enthusiasts both in the car and model field.

ASSEMBLY INSTRUCTIONS OF THE KIT

In order to obtain a perfect assembly of the parts contained in this kit, carefully follow these instructions with their relative assembly diagrams.

— The assembly of the model is easy and amusing. Only a screwdriver, scissors, a small file, tweezers and cutting pliers are necessary (see drawing CC). One of the interesting peculiarities of this model is that nearly all the components parts can be assembled and taken down only by means of screws and joints without using cement. If therefore an error is made during the assembly, there are no problems as the incorrect assembly can be taken down and reassembled in the correct way.

— To ease the assembly of small brass nuts (no 72321), two small wrenches are supplied in the kit no 72038 and no 72222.

— The assembly of the model is clearly explained on diagrams from 1 to 38.

A) The single components are made already in the final colours. Anyway, in order to obtain a more realistic looking and a better finish, one can paint each plastic part with the special synthetic paints which can be found in any model shop. We suggest to use spray-paints to obtain a better finish. NEVER USE NITROCELLULOSE PAINTS.

B) If metal parts show signs of oxidation due to transport of fingerprints made during the assembly, these can be taken off with the normal household products available. We suggest to protect these parts from oxidation and to maintain their original brightness, to paint them with a coat of transparent paint.

C) All parts, where technically possible, are numbered. Those without number are packed in polybags with the indication of their quantity and relative drawing number.

D) Keep apart the contents of each single polybag in order not to loose or mix-up the numbering of the various parts.

E) Proceed in the assembly with a logical sense, that is, assembling first the most important parts and then, by and by the other ones, taking care not to forget some minor part. We suggest to study carefully the diagrams before assembling the various parts in order to have a clear idea of the successive assemblies which will have to be carried out.

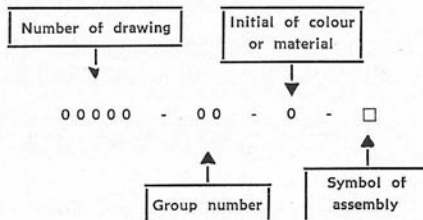
F) Make sure that the ref. number of the part that you are assembling corresponds to the drawing number; before assembling the parts, check well their position in respect of the relative datum-point or joint.

G) The assembly is clearly shown in the various diagrams from no 1 to no 38. In order to make easier the recognition of the less identifiable parts, these have been reproduced in each drawing separately in their natural size and are indicated with the writing 1:1. We suggest therefore to check before if the part that you are assembling is exactly the right one.

The rubber hoses, the electric cables, the lubricating pipes and other ones are supplied in single cut-down pieces.

You will have to cut them in the right sizes referring to the 1:1 scale drawings.

H) In order to make easier the assembly, every part has been numbered as follows:



Clear examples can be had looking at drawings aa and bb:

— **Drawing number** - always in 5 figures: it identifies the parts.

— **Group number** - in 2 or 3 figures: it indicates the group to which the parts pertain.

— **Initial of colour or material** - an alphabet letter: it indicates the colour or the material of the part according to the following table:

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

— **Assembly Symbol** - The symbol indicates how the part has to be assembled as per following table:

○ = SCREWED
⦿ = SCREWED WITH SCREWDRIVER
⦿ = SCREWED WITH BOX-WRENCH
⦿ = SCREWED WITH WRENCH
⦿ = FORCED WITH HAMMER
⦿ = SNAP FASTENED
⦿ = CEMENTED
⦿ = AUTOADHESIVE
⦿ = HOT SQUEEZED (1)
⦿ = FREE TO ROTATE

(1) see instructions dd.

The drawing aa can therefore be read:

7 1 5 6 4 - 1 8 - A - □

Part no 71564 - group 18 - colour Silver - to be assembled with small hammer.

1) We would suggest that the assembly be carried out in stages as set out below:

- 1) complete assembly of the motor, with all its internal parts in accordance with drawing no 1-2-3-4-8-10-11.
- 2) assembly of gear-box and complete braking system as in drawings no 5-6-7;
- 3) assembly of front rear axles as in drawings no 17-20;
- 4) assembly of radiator as in drawing no 9;
- 5) complete assembly of steering mechanism and various parts as in drawings no 14-15-16;
- 6) assembly of chassis (first stage) as in drawing no 12;
- 7) assembly of petrol tank in drawing no 36;
- 8) assembly of chassis (second stage) as in drawing no 23;
- 9) assembly front brakes (drawing no 19), rear brakes and hand brake (drawing no 22) as in comprehensive drawing no 20-23;
- 10) assembly of wheels as in drawings no 24-25-26-27-28-29-30-31-32.

At this point, the chassis is complete with all mechanical parts, just as it was supplied by ALFA ROMEO in the old days. It was then completed by specialist coachwork builders according to each individual customer's requirements;

- 11) assembly of bonnet, drawings no 33;
- 12) assembly of front part of the body and headlights drawings no 34-35;
- 13) assembly of the body drawing no 36-37-38.

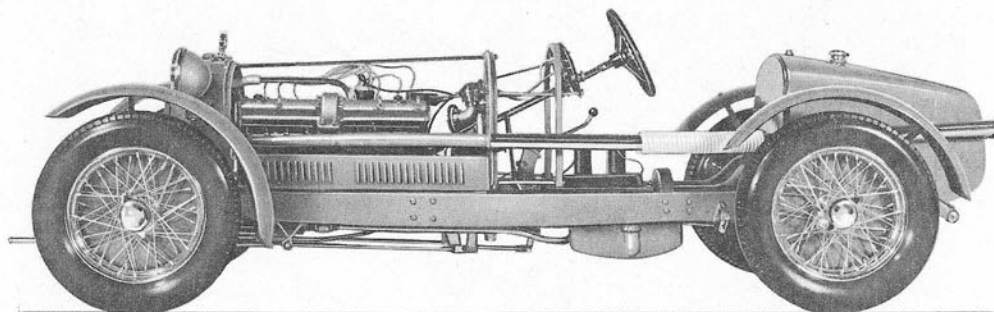
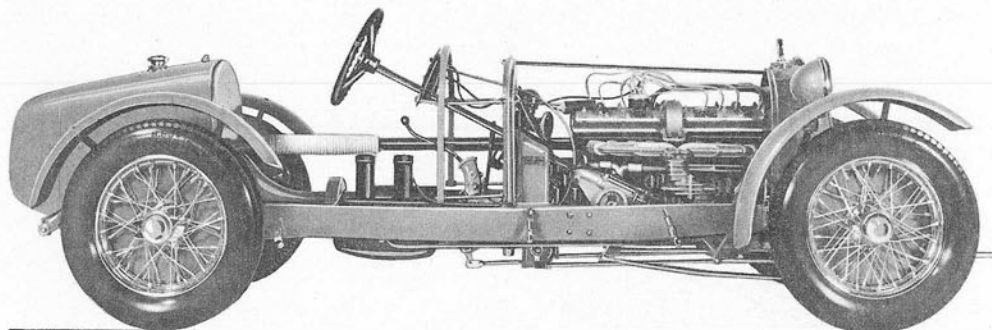
To make sure that these stages will be easy to follow, some of the drawings are accompanied by explanations.

This should make it possible for anyone to understand how the assembly must be done.

If you have followed the instructions carefully, you will be the proud owner of a perfect and valuable model. Don't spoil it by painting it unless you have the equipment and the knowhow to make a good job.

We recommend the use of clear, synthetic spray paints and we must emphasise very clearly that nitrocellulose paint will ruin your model beyond all possibility of repair.

The more experienced modellers can finish off their work with all those little final touches, e. g. the threaders along the sides, pale tyre bands, etc., that help to embellish and personalise each individual model. We hope that you will enjoy assembling this model. If you do, we shall have succeeded in our aim, namely to provide a source of pleasure as well as a model of a top-class vintage car.



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 of the components has been provided to cover the possibility that some parts may be accidentally damaged or lost during assembly owing to inexperience.

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 numéro plus important que celui normalement nécessaire afin de vous faciliter le travail.

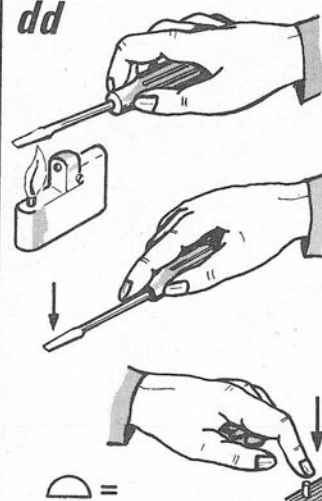
N. B. - Es kann vorkommen, dass während der Montage irgend ein Teil unversehentlich beschädigt wird oder verloren geht. Um Ihnen in dieser Hinsicht behilflich zu sein, haben wir mehr Teile als für den Zusammenbau an sich notwendig ist beigegeben.

cc



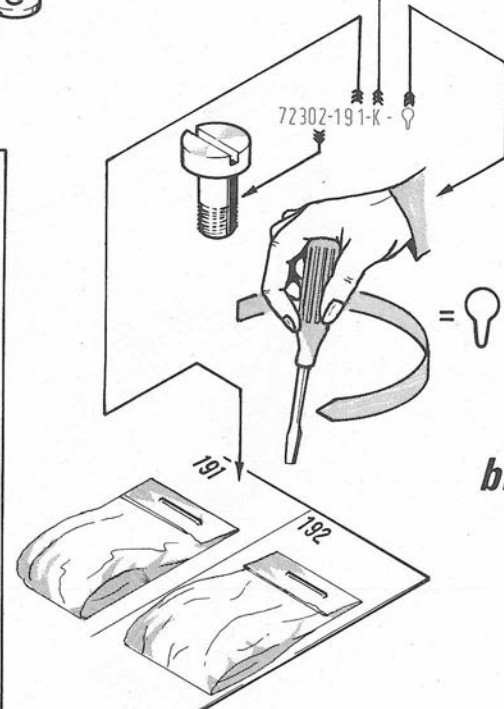
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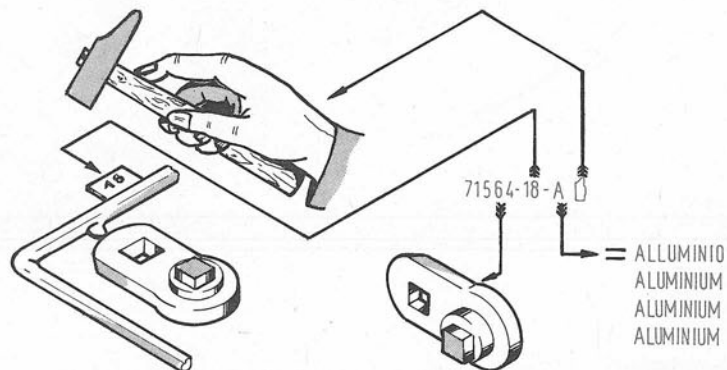


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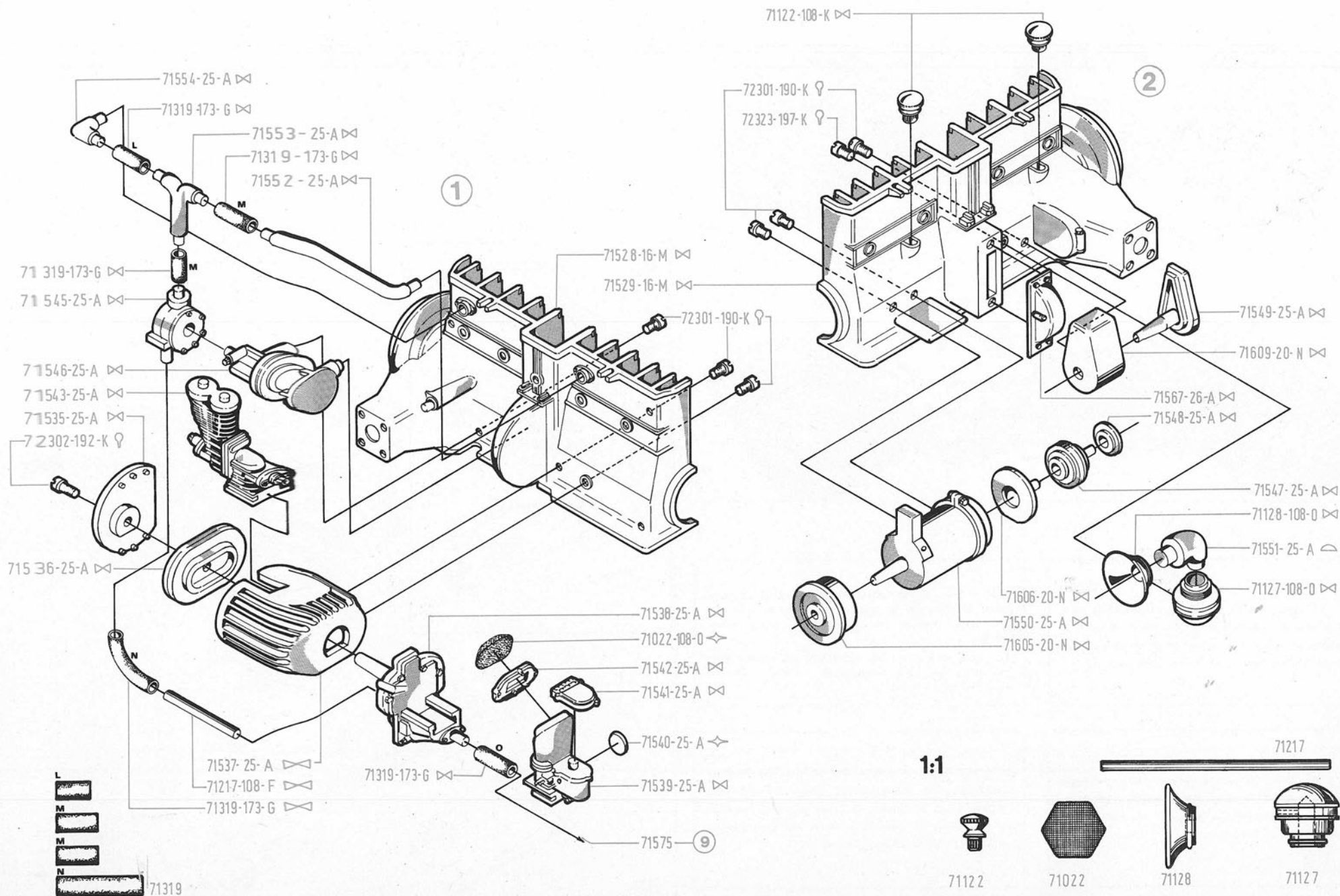


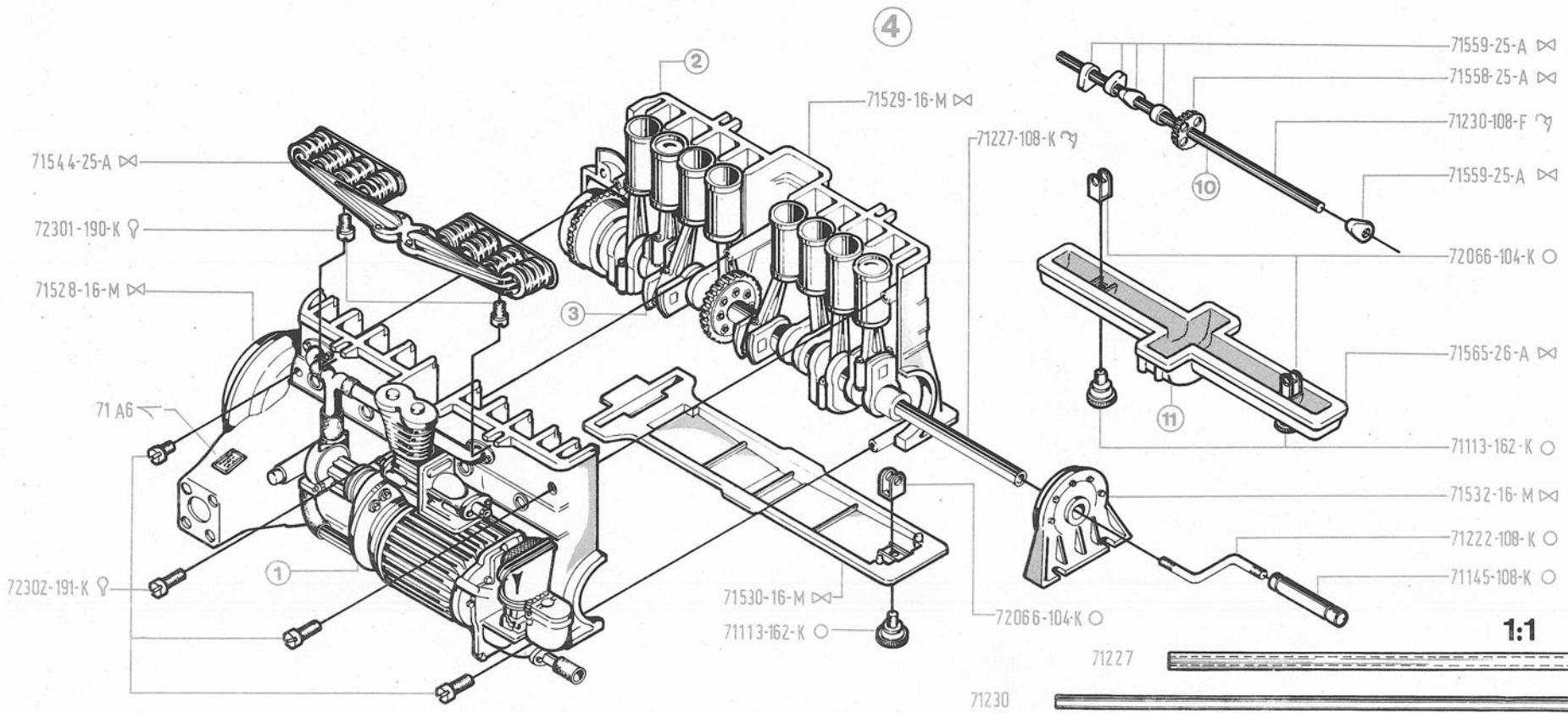
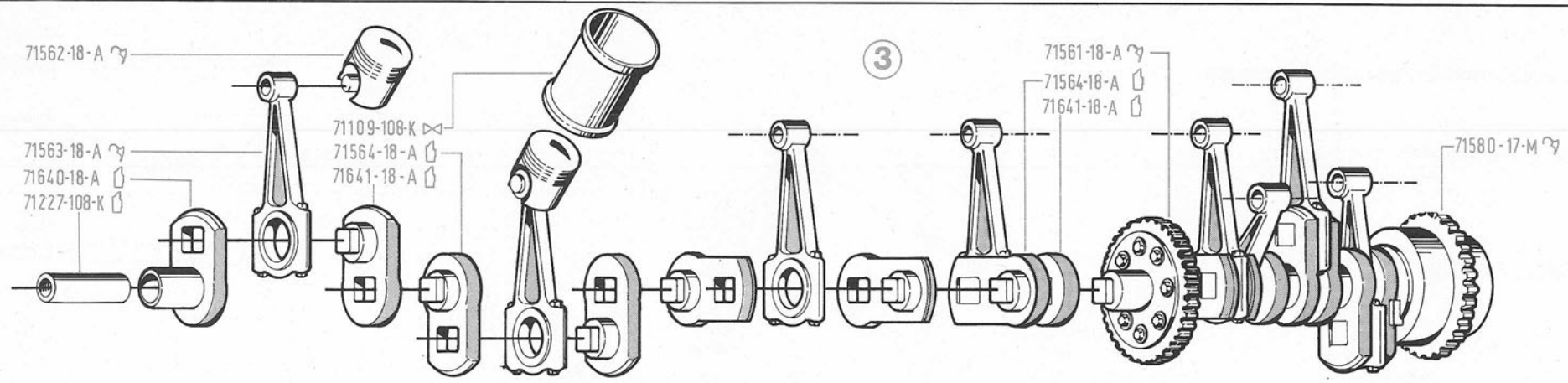
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MONTAGGIO DELLO CHASSIS

DIS. 12

Dopo avere 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 disegno 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 THE CHASSIS

DRAWING No 12

After assembling the various groups as in drawings n° 4-6-9-14-15-17-18-20-21 assemble the chassis as follows:

- 1) assembly of front cross member 71224 this must pass through all the components shown on the drawing;
- 2) assembly of the complete radiator, as in drawing n° 9
- 3) assembly of steering mechanism as in drawing n° 16;
- 4) assembly of motor, gearbox and braking system as in drawings n° 1-2-3-4-5-6-7-8-18-21-23;
- 5) assembly of cross member and battery-holder box 73533-73534 (drawings n° 36-37);
- 6) assembly of petrol tank (drawings n° 36-37);
- 7) assembly of rear cross member 71225;
- 8) assembly of flame-guard (drawings n° 13-14-15);

Complete the chassis by assembling the brake blocks (drawings n° 19-22).

Check the operation of the various electrical and mechanical parts.

Assemble the four wheels (drawing n° 32 by means of the screws 71143).

ZUSAMMENBAU DES CHASSIS

ABBILDUNG Nr. 12

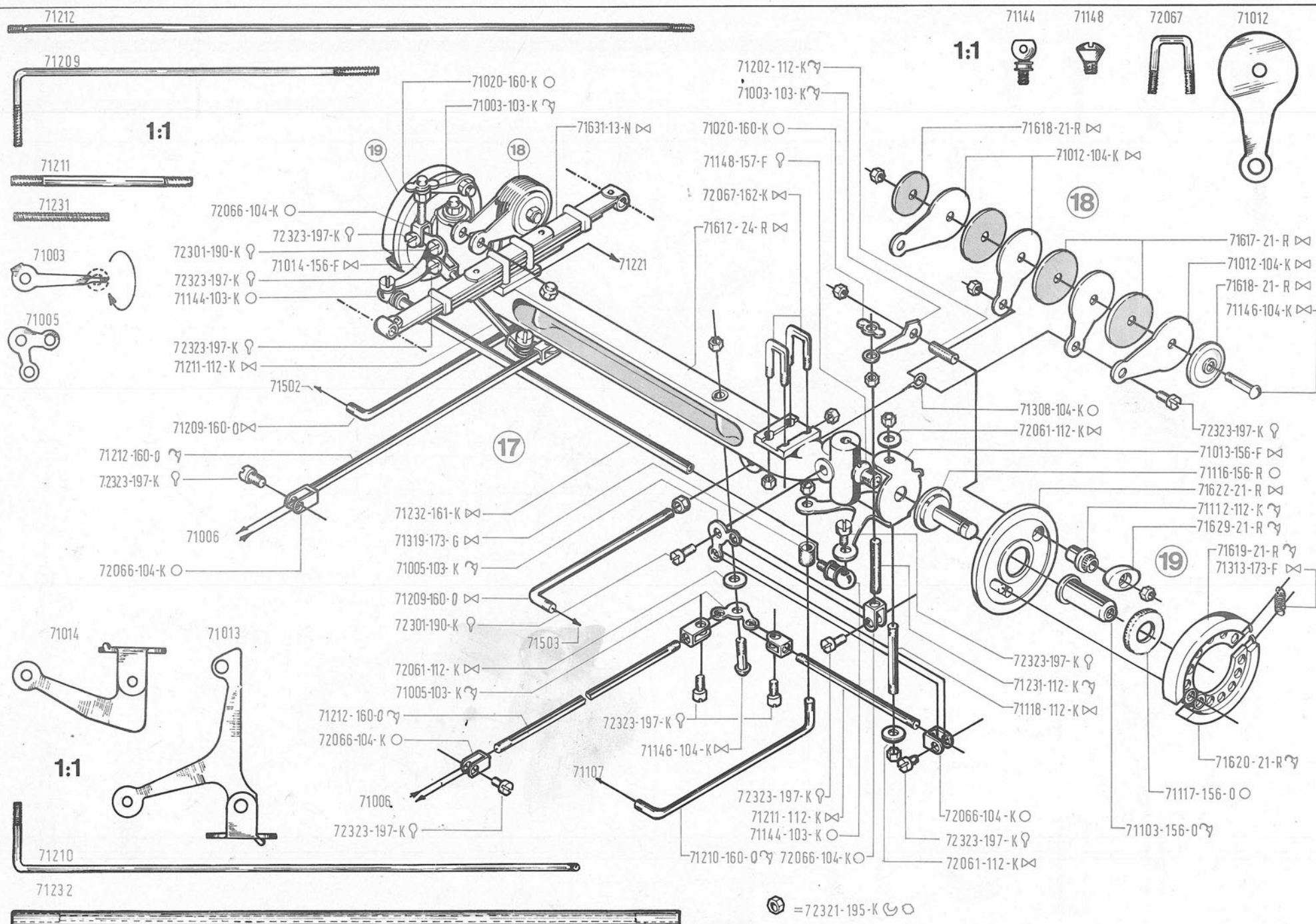
Nach den Montagearbeiten gemäss den Abbildungen Nr. 4-6-9-14-15-17-18-20-21 ist das Chassis wie folgt zusammenzubauen:

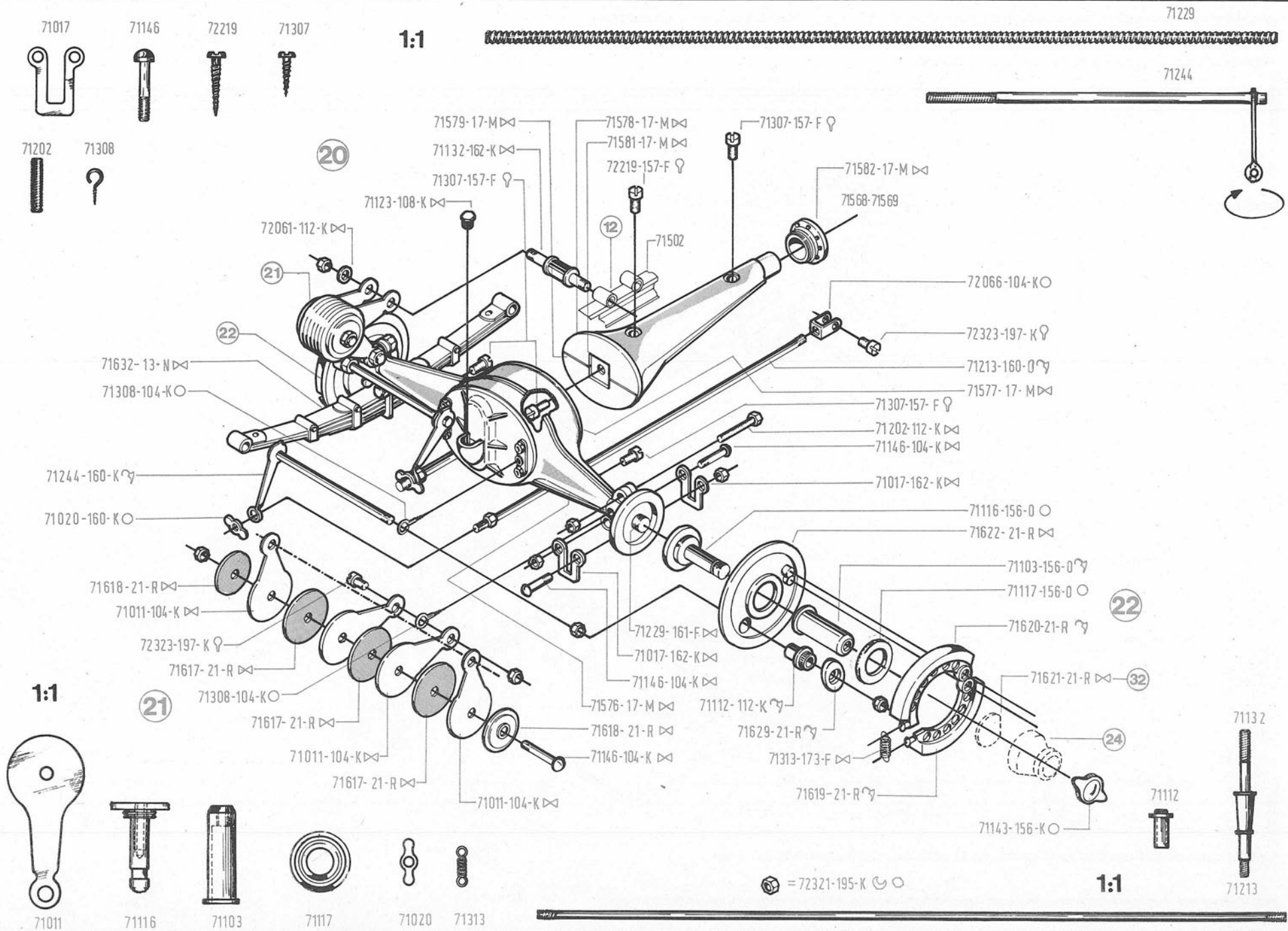
1. Einbau der vorderen Traverse 71224, die durch alle in der Abbildung dargestellten Teile hindurchzuführen ist.
2. Einbau des Kühlers kpl. nach Abbildung Nr. 9.
3. Einbau der Lenkung nach Abbildung Nr. 16.
4. Einbau des Motors, des Getriebes und der Bremsanlage nach den Abbildungen Nr. 1-2-3-4-5-6-7-8-18-21-23.
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 Flammenschutzes nach Abbildung Nr. 13-14-15.

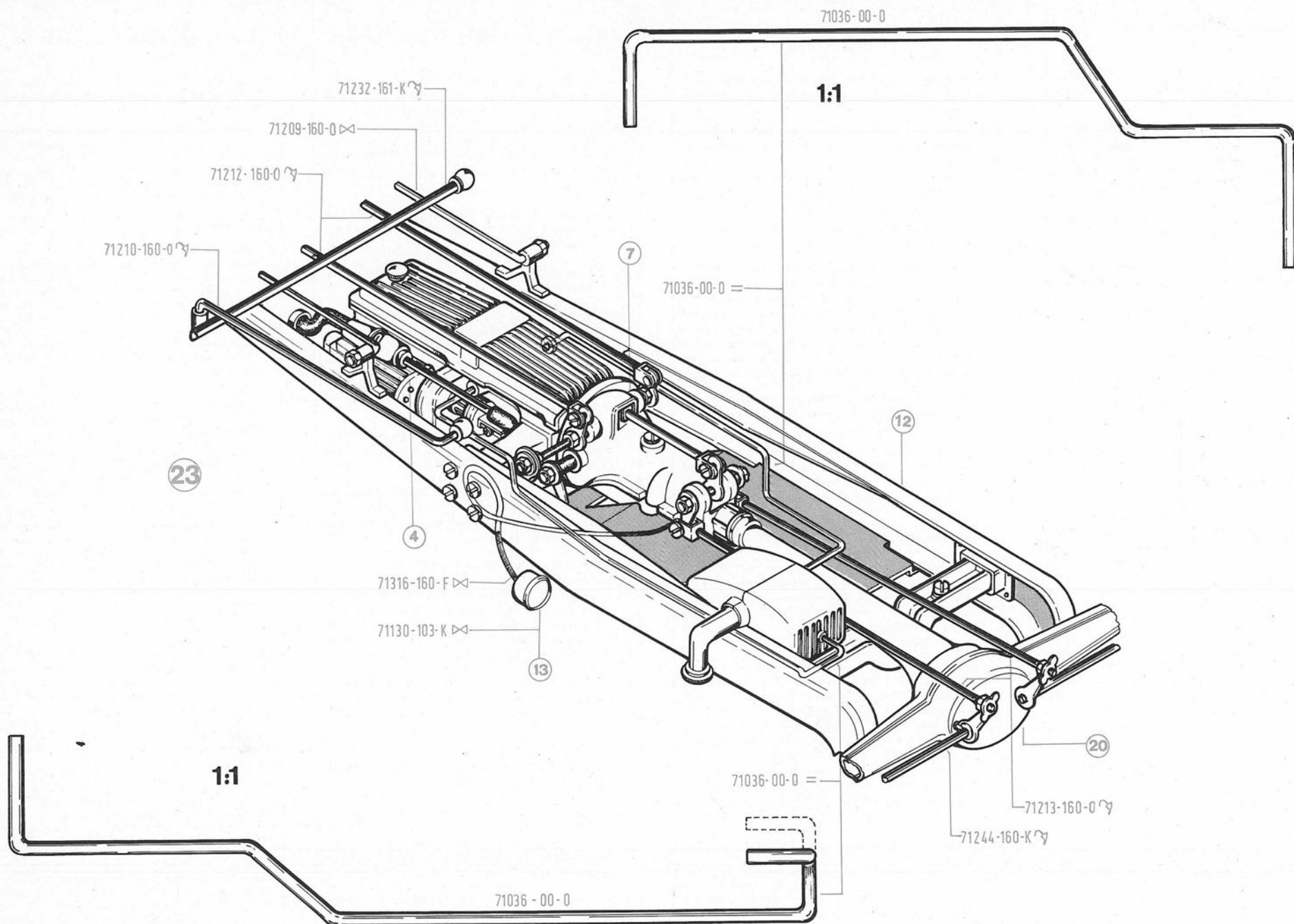
Anschliessend sind noch die Bremsbacken nach Abbildung Nr. 19-22. Zu montieren.

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), capovolverlo 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 sforzare 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 des 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 sortie 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 système 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 système 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).

Prélever 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 THE WHEELS DIAGRAM No. 24-32

Assemble the wheels according to the following instructions; the wheel assembly does not present any difficulty. It only needs a little patience and care:

— Having assembled the wheel hub as shown on diagram 24 join the first metal ring (71015) to the first plastic ring (71625) using three screws (72301).

Now turn over it and place these two completed part and the hub 24 into the assembly jig (71628) (diagram 25).

The first series of spokes can now be laid out according to diagram 26.

— Fit the end of the first spoke (71024) into one of the hub's cavities (Diagram A) and screw in so far allowing the other end to be easily sprung into the corresponding cavity (No. 1) in the plastic ring. Take into account the rod which one will slightly force into circle's lodging (72120) (Diagram B), up to about half its length (Diagram C).

— Proceed in the same way with the next spoke which will take its place in cavity No. 2 and so on up to No. 20.

— In order to facilitate this operation the diagram 26 has been reproduced in actual size, therefore by placing the different parts on it, one can find each spoke in exact position.

— Having set out the first series of 20 spokes fix them definitively as shown on diagram 27 by placing the second metal ring (71016) and the corresponding plastic ring (71626) onto them. Screw together with the three appropriate screws (72301). Make sure that the little semi-circular hollows on the three plastic ring all line up.

— Now the second series of spokes (71025) can be set on in accordance with diagram 28 following the same procedure as before. Remember that the spokes are now numbered 21-40.

— Fix the second series of spokes according to instructions on diagram 29 and screw the valve (72101) into the hole provided (71035).

— Proceed to set out the third series of spokes (71026) as described on diagram 30. Spoke number 41-60. These should be fixed with the last metal ring (71015) by means of three screws (72301) (Diagram 31).

— Now take the jig away and proceed to fit the tyre (Diagram 32) taking care not to exert any pressure on the hub so as to avoid bending the spokes.

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.

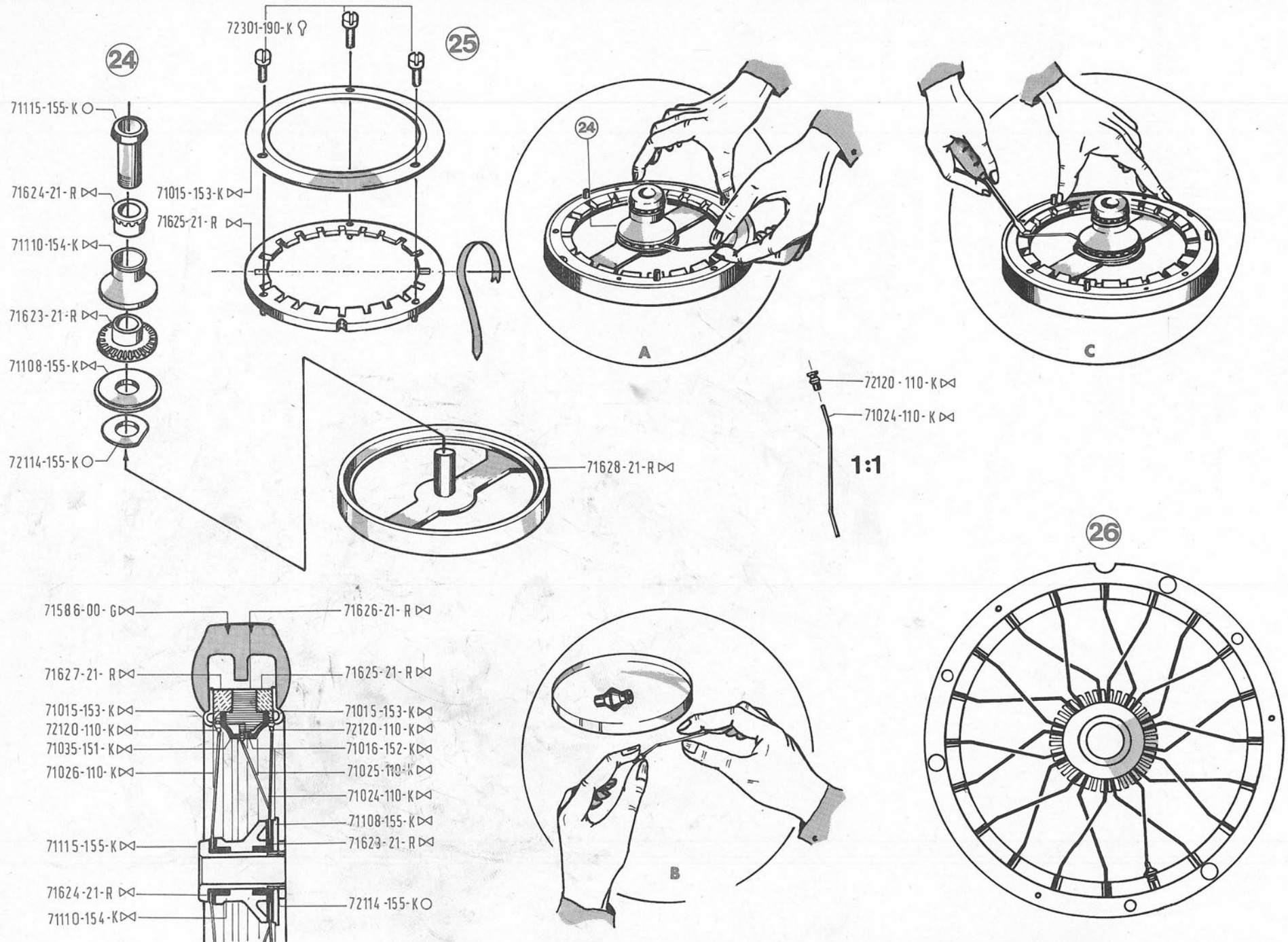
Um diesen Vorgang zu erleichtern, ist Zeichnung 26 in natürlicher Größe wiedergegeben und man kann durch leichten Druck auf die verschiedenen Teile die genaue Position aller Speichen erreichen.

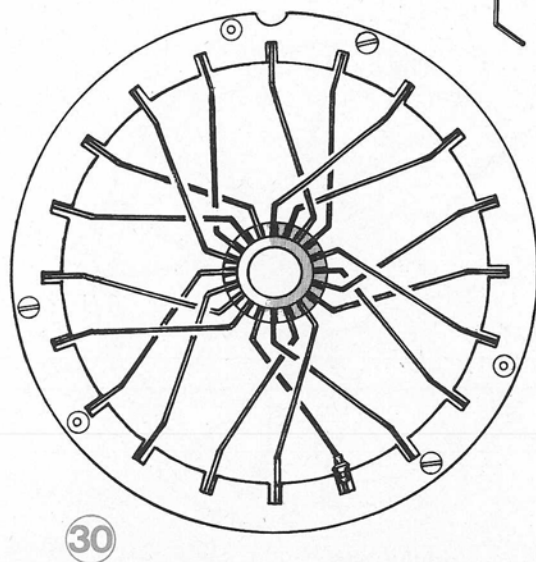
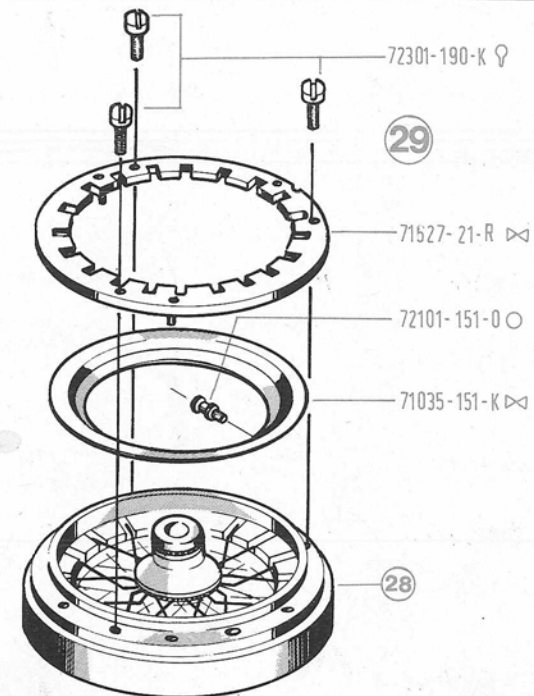
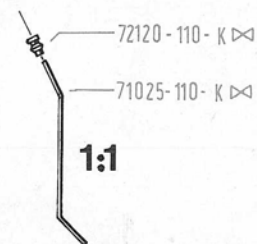
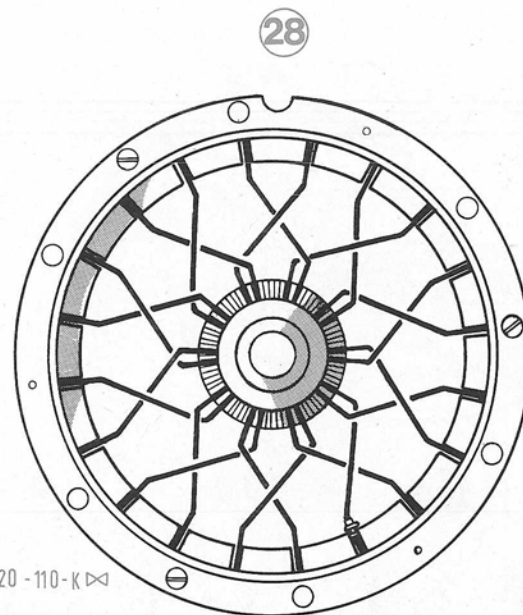
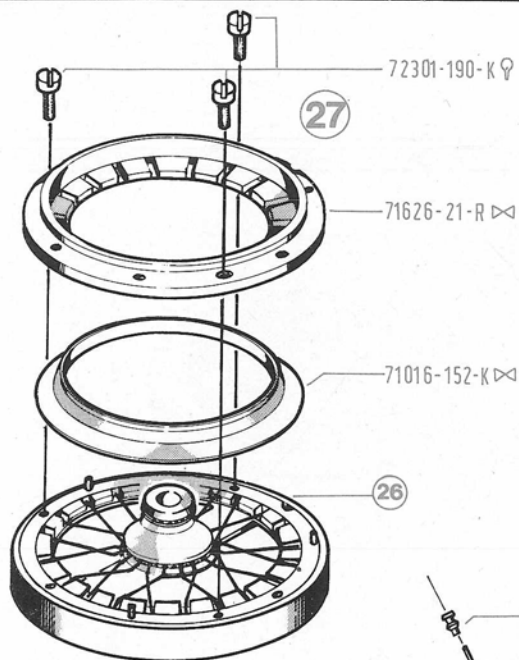
Nachdem man diese erste Serie von 20 Speichen montiert hat, werden sie gemäß Zeichnung 27 arretiert, das heißt man befestigt sie auf dem zweiten Metallring (71016) und dem entsprechenden Plastikring (71626) und befestigt alles mit drei Schrauben (72301). Es ist besonders darauf zu achten, daß die kleine,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

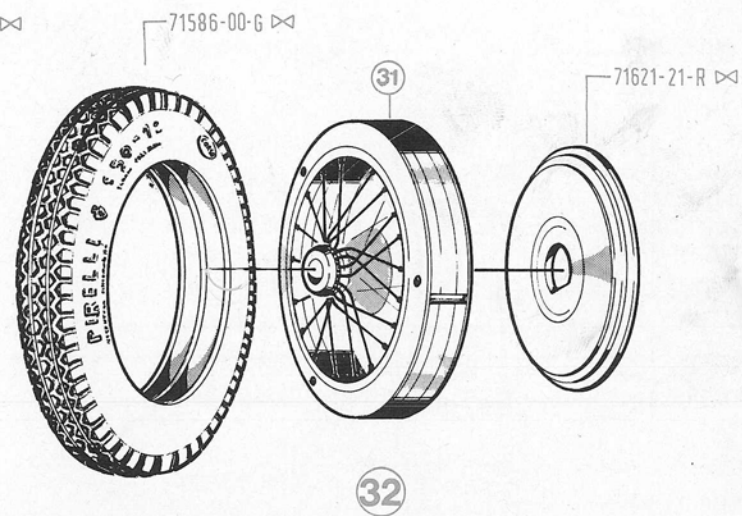
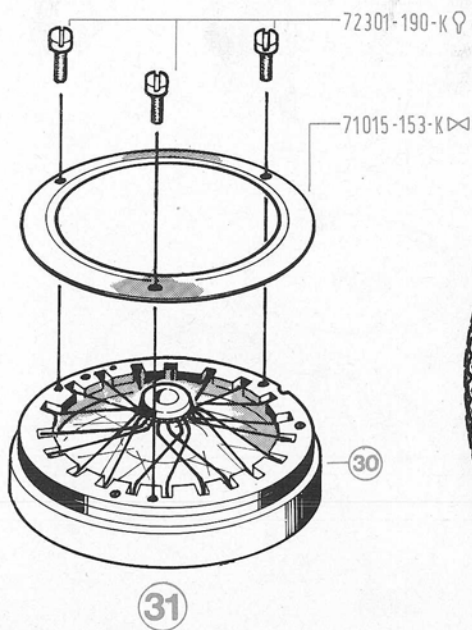
Jetzt wird die dritte Serie Speichen (71026) Nr. 41 bis Nr. 60, vorbereitet und gemäß Zeichnung 30 in der gleichen Reihenfolge, wie bereits oben beschrieben, angebracht. Alles wird mit dem letzten Ring (71015) arretiert und mit drei Schrauben (72301) befestigt. (Zeichnung 31).

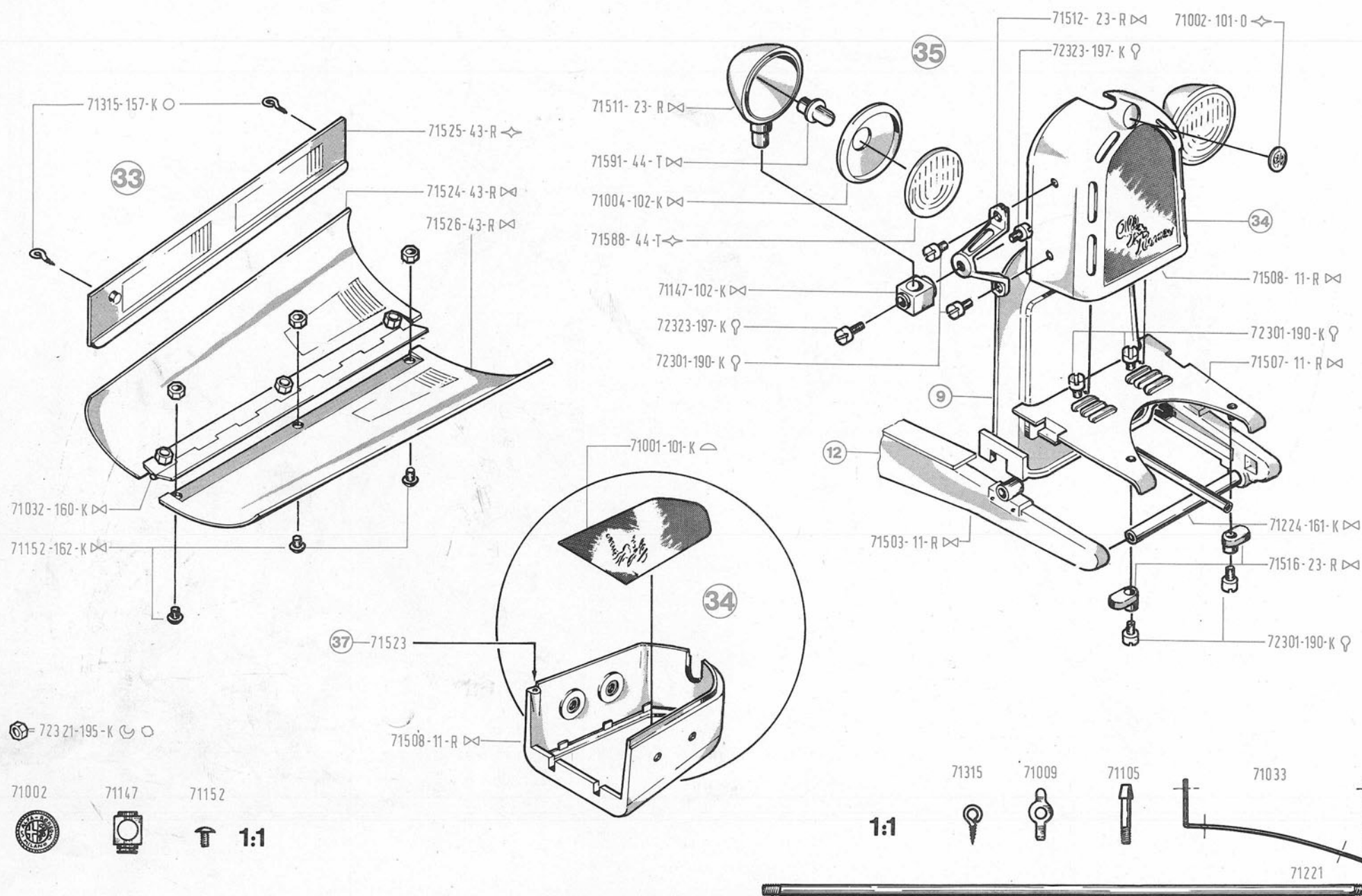
Jetzt wird das Rad von der Montagevorrichtung abgenommen und der Reifen (Zeichnung 32) aufgezogen. Bitte üben Sie hierbei keinerlei Druck auf die Radscheibe aus, damit die Speichen nicht verbiegen und sich das Rad deformiert.





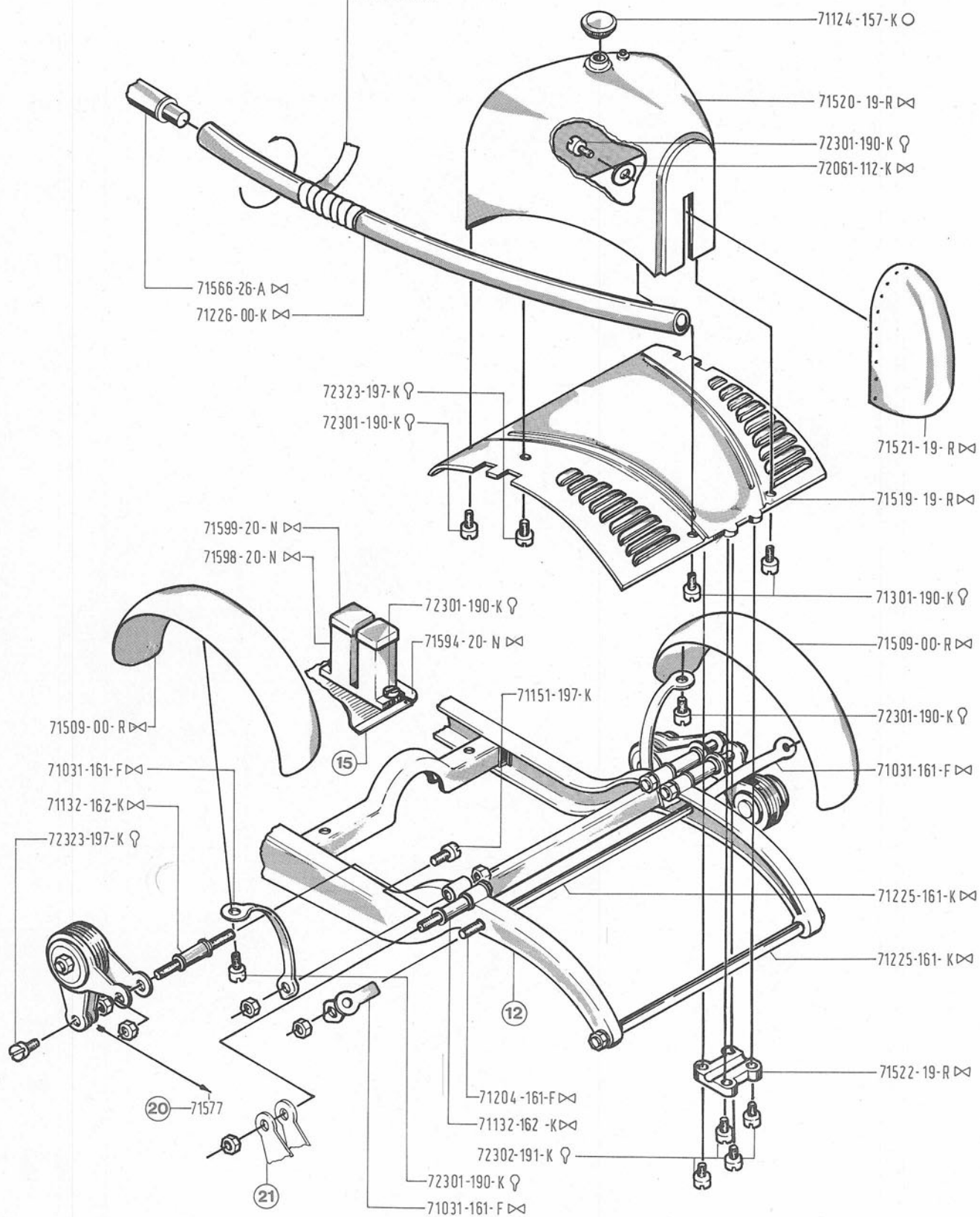
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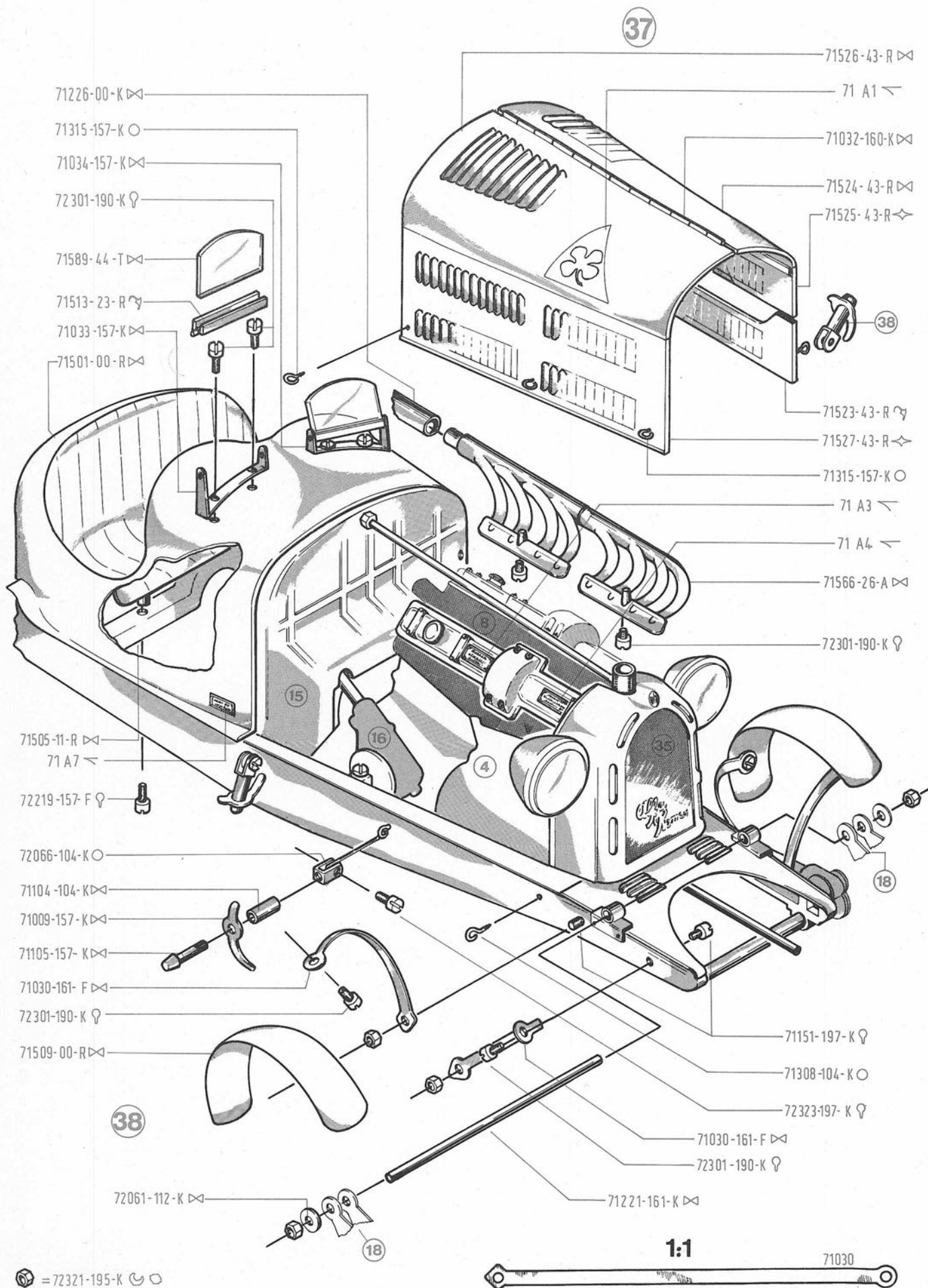
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NASTRO ISOLANTE
RUBAN ISOLANT
TAPE INSULATING
ISOLIERBAND



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