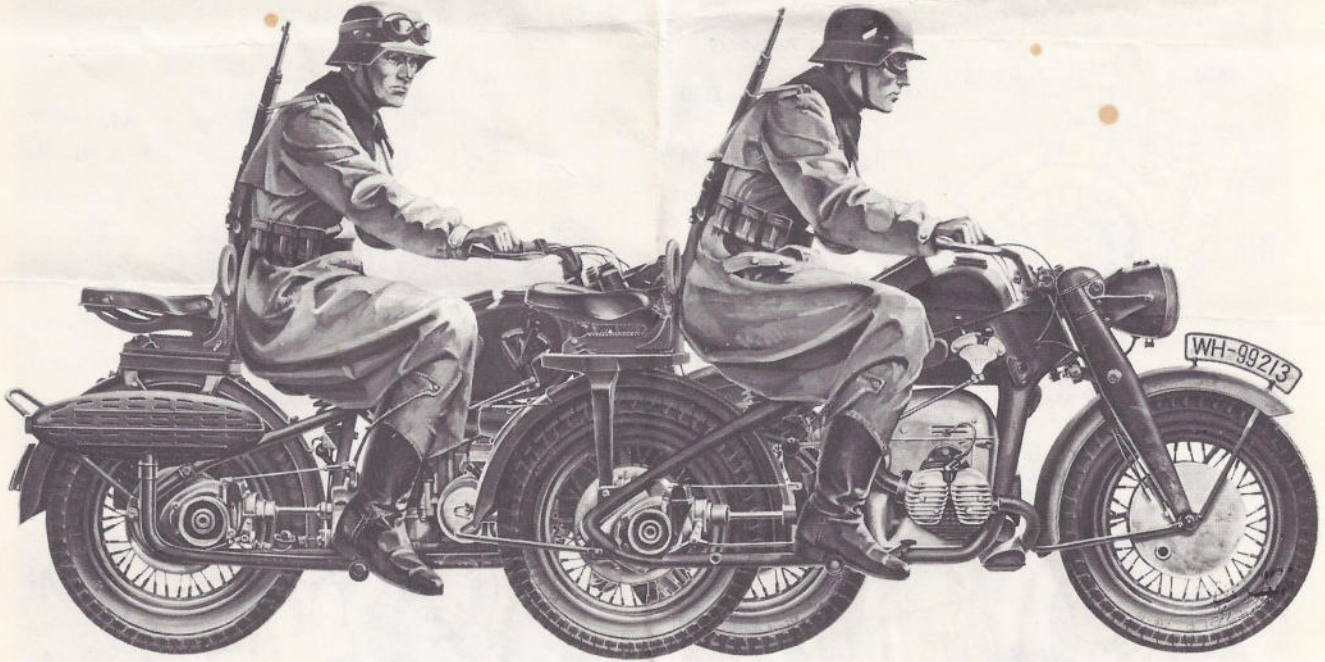


Zündapp KS750 BMW R75



1/35 MILITARY MINIATURES SERIES NO.23 ★ GERMAN MOTORCYCLE



During World War II, the Germans and the British in particular used a great number of motorcycles for military purposes. Above all, the Zündapp KS 750 and the BMW 75 of German Army, originally developed for military uses, were credited with high performance and unparalleled durability and said to be masterpieces. They were both heavy motorcycles with engine capacity of 750 cc class. Employing horizontal opposed-type 2-cylinder engine with driving shaft, they were very similar to each other in mechanism and made a good maximum speed of 95 km/h when equipped with a sidecar. The two motorcycles were put to production at about the same time and began to show themselves in the battlefield late in 1940. Showing unparalleled durability, they rendered distinguished service in various fronts from the hot deserts of North Africa to the very cold districts of the Eastern Front. It is not too much to say that the motorcycles were seen wherever the Germans were. Often in the van of attacks, in reconnaissance in force or, through the use of good mobility, in transporting materials, sending back the wounded, etc., they served as the "eye" and the "tool" of divisions and were depended upon by most soldiers. Early in 1944, however, the Kettenkrad, the smallest half-track vehicle of the Germans that was better suited to the terrain of the Eastern Front, appeared and gradually replaced the Zündapp KS 750 and the BMW R75.



Organization of German Motorcycle Infantry Battalions

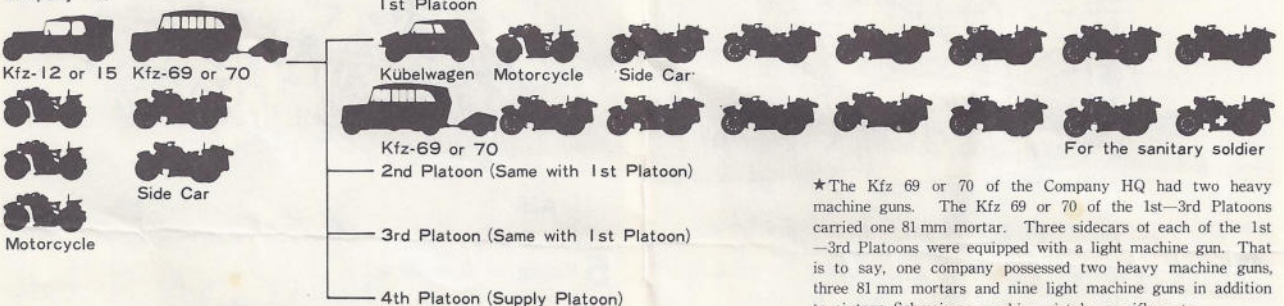
In 1939—1941 when German panzer units played the leading part in the blitzkrieg, motorcycle infantry units showed activity always in the van of the units. In 1940, all of the German motorcycle infantry battalions were under the command of the motorized infantry brigade of tank divisions, and there were three types of battalion organization as in the following: Type A...Consisted of battalion HQ and five companies. The 1st—4th Companies were organized as shown in the figure below. The 5th Company had one engineer platoon and was heavily equipped with two 75 mm infantry guns and three 37 mm anti-tank guns, which characterized the company. This organization was employed by the 1st, 2nd and 3rd Tank Divisions in 1940.

Type B...For the 6th Tank Division only. Consisted of four companies. Light machine guns were increased in number from nine to eighteen to replace 75 mm infantry guns. The number of vehicles used by each company was the same as that of Type A.

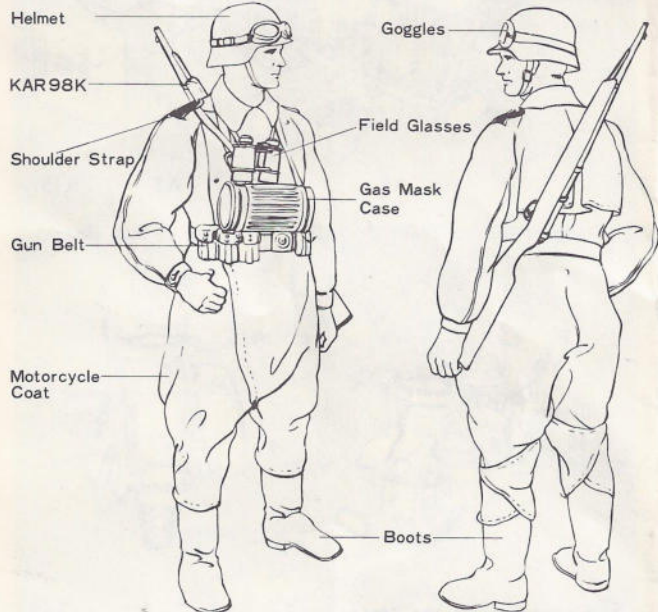
Type C...Special organization for the 7th Tank Division only. Consisted of three companies. Equipped with eighteen light machine guns in addition to two 75 mm infantry guns which were not used by Type B. Strange to say, other tank divisions did not have any independent motorcycle infantry battalion. They only had one motorcycle infantry platoon in each motorized infantry regiment. The 9th Tank Division, however, adopted reconnaissance regiment organization which had been used by divisions and had one motorcycle infantry battalion of Type B in the reconnaissance regiment.

Organization of Motorcycle Company type A)

Company HQ



★The Kfz 69 or 70 of the Company HQ had two heavy machine guns. The Kfz 69 or 70 of the 1st—3rd Platoons carried one 81 mm mortar. Three sidecars of each of the 1st—3rd Platoons were equipped with a light machine gun. That is to say, one company possessed two heavy machine guns, three 81 mm mortars and nine light machine guns in addition to sixteen Schmeisser machine pistols, or rifles, etc.

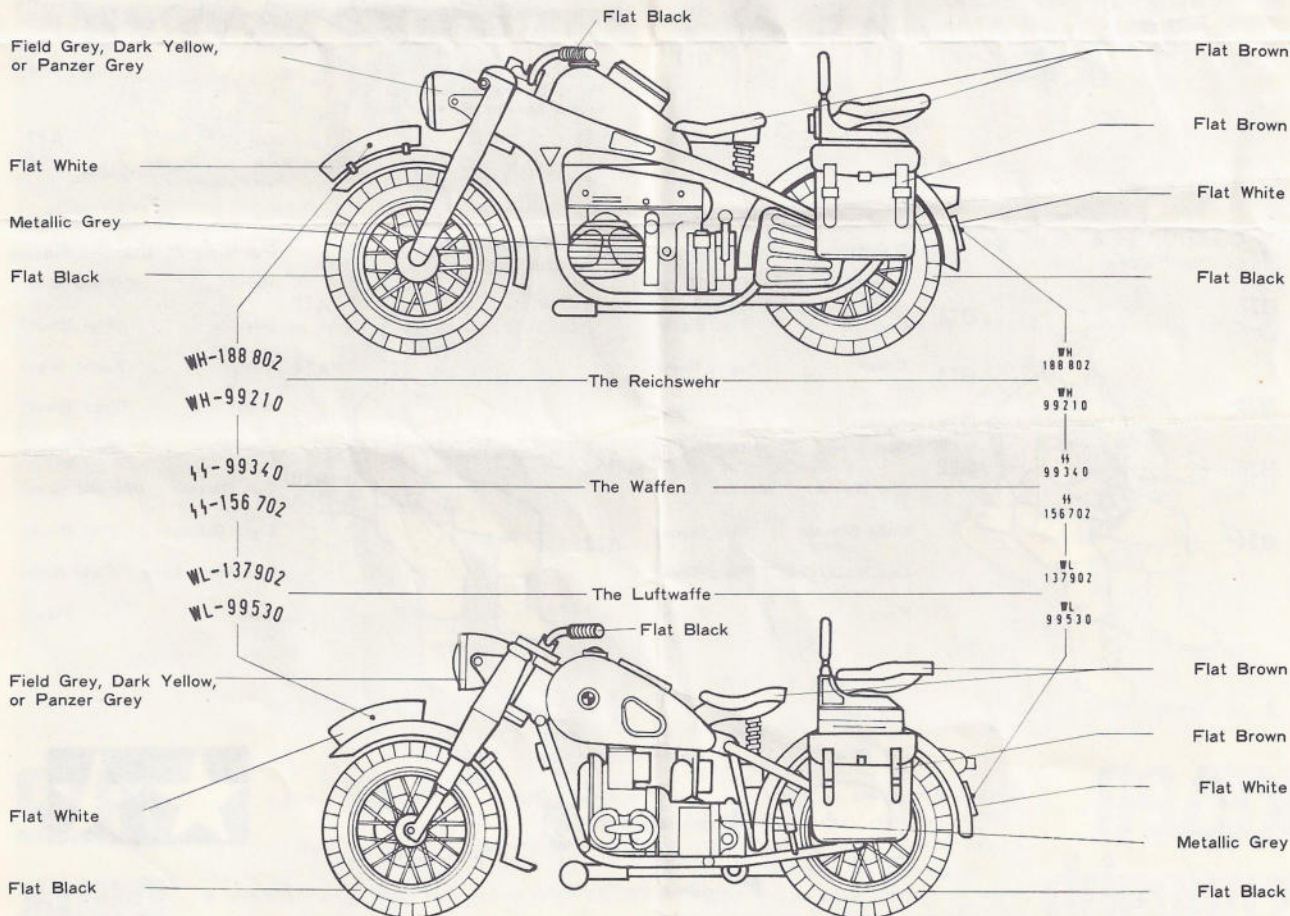


When you hook the back side of a slit to the front bottom, the coat looks as right.

PAINTING & APPLYING DECALS

Motorcycles which showed activity in Europe, especially on the Eastern Front, were painted field grey or panzer grey, while those used by the Afrika Korpe were dark yellow. At that time there were no camouflaged motorcycles, but after 1943 German military vehicles came to be painted mainly in dark yellow and a small number of motorcycles wore camouflage painting, e.g. dark yellow spotted with red brown and dark green, dark yellow spotted with red brown only and unicoloured camouflage of dark green.

For painting of your motorcycle, see the illustration. If flat earth (for mud) and flat black (for soot on the exhaust pipe) are applied onto the basic painting, your model will look more like the real motorcycles.



Zündapp KS750

(Read before commencing assembly)

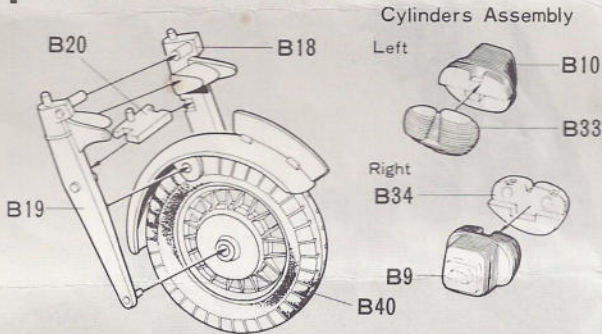
★ This kit includes BMW R75 and Zündapp KS750, a set of two motorcycles. Sprue number A is for BMW, B for Zündapp.

★ Paint your model along with the assembly work. For "PAINTING & APPLYING DECALS" instruction, refer to the opposite side of this paper.

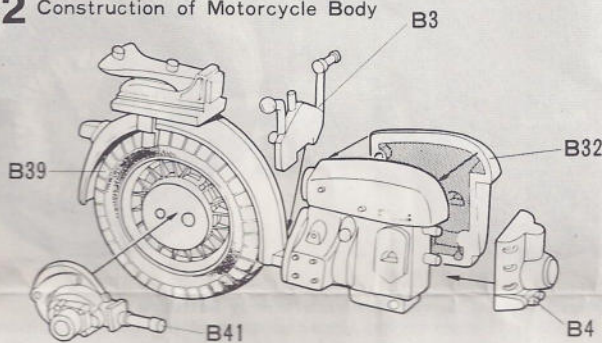
★ Small parts should be painted while they are on the sprue.

BMW R75

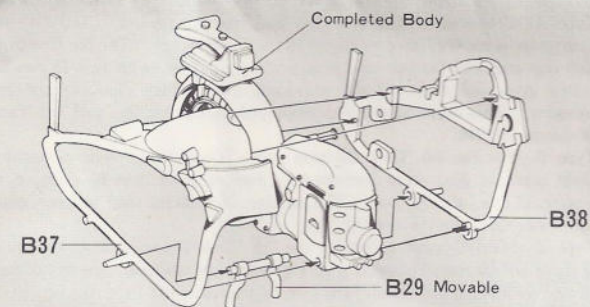
1 Construction of Front Fork



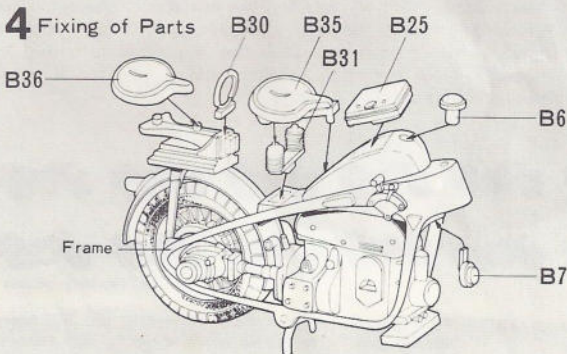
2 Construction of Motorcycle Body



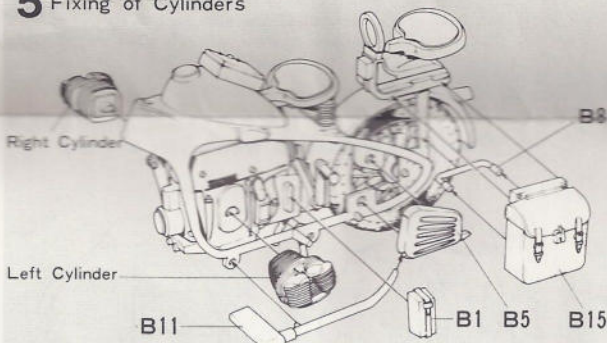
3 Construction of Frame



4 Fixing of Parts



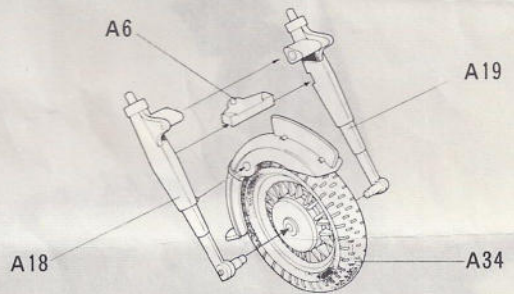
5 Fixing of Cylinders



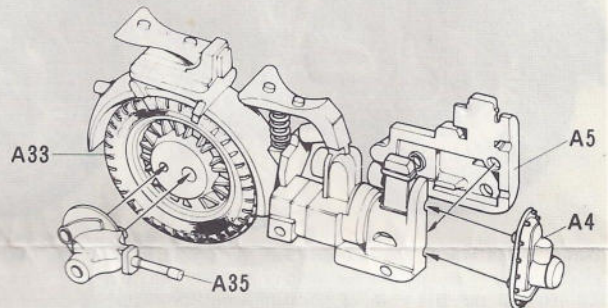
Fixing of Number Plate

Fixing of Side Bag

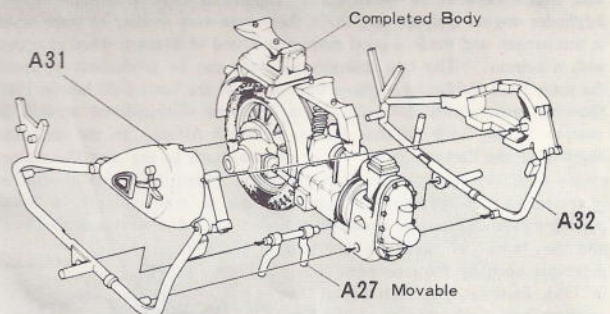
1 Construction of Front Fork



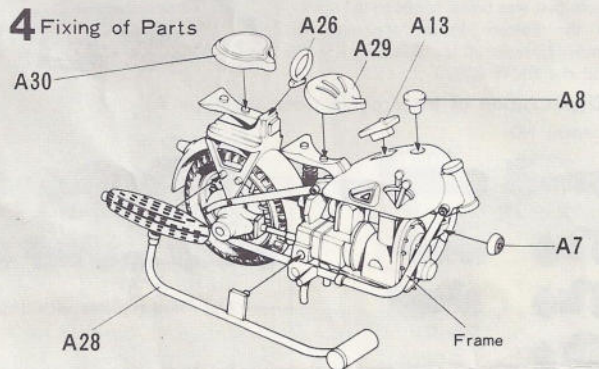
2 Construction of Motorcycle Body



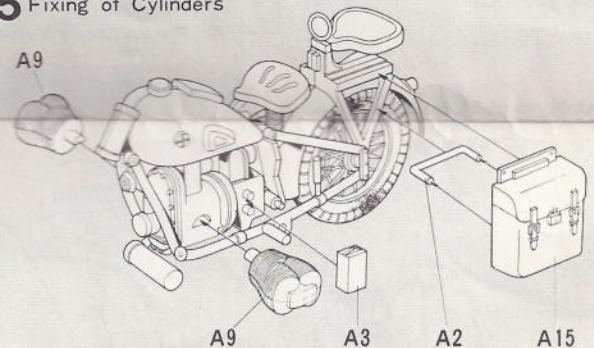
3 Construction of Frame



4 Fixing of Parts



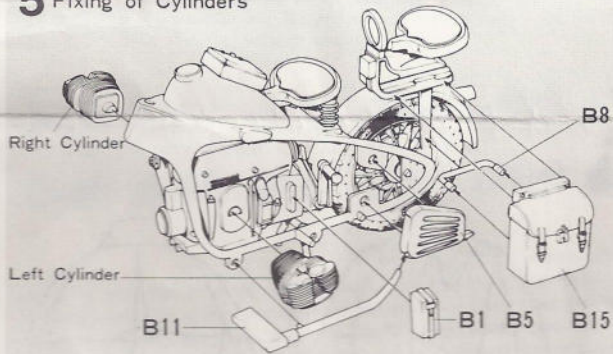
5 Fixing of Cylinders



Fixing of Number Plate

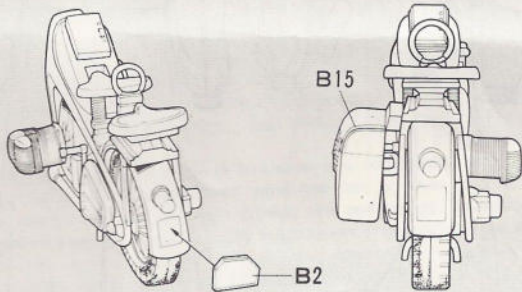
Fixing of Side Bag

5 Fixing of Cylinders

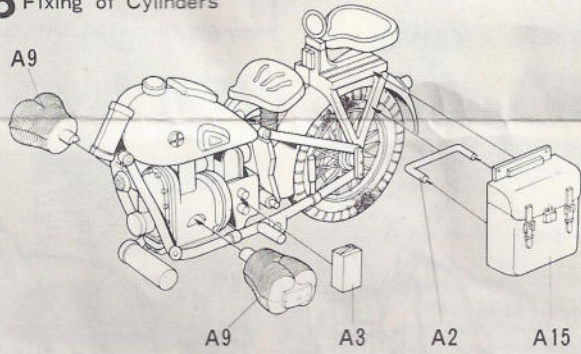


Fixing of Number Plate

Fixing of Side Bag

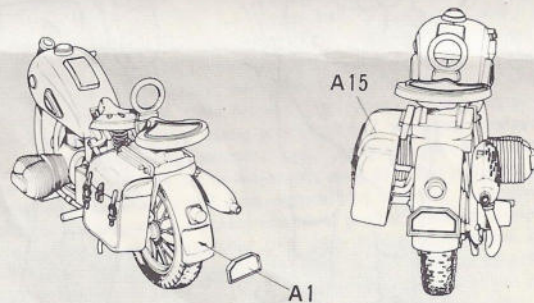


5 Fixing of Cylinders

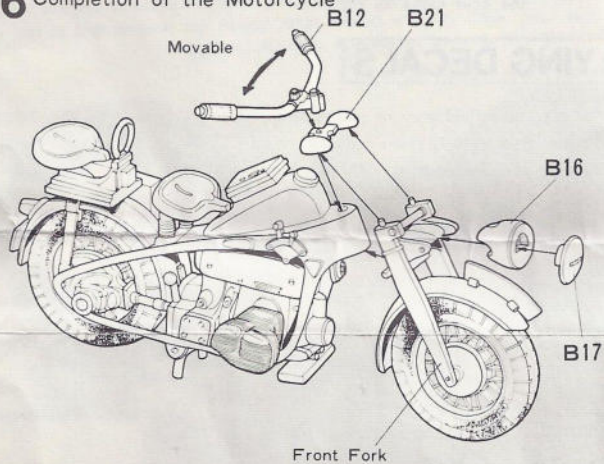


Fixing of Number Plate

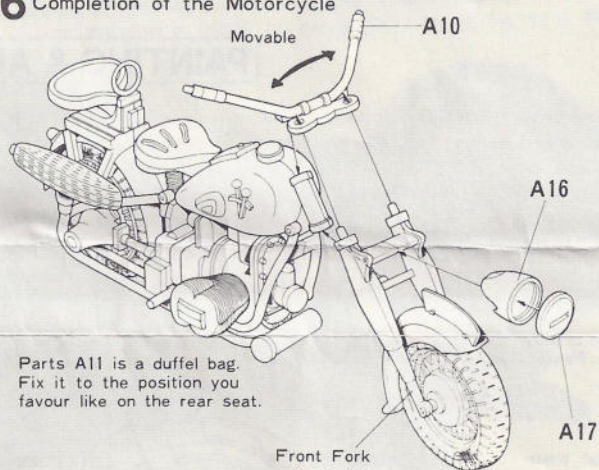
Fixing of Side Bag



6 Completion of the Motorcycle

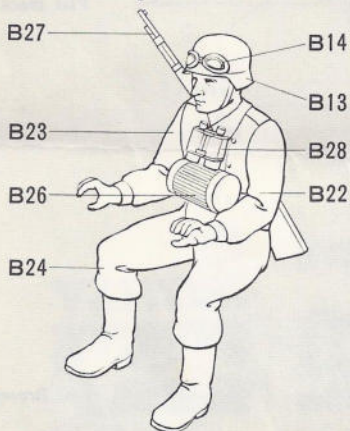


6 Completion of the Motorcycle



Parts A11 is a duffel bag.
Fix it to the position you
favour like on the rear seat.

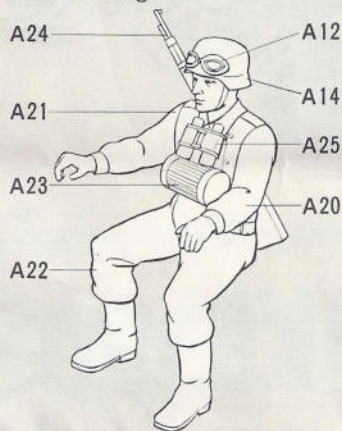
7 Construction & Painting of the Figure



Painting of the Details

Helmet	(Field Grey)
Goggles	(Flat Black)
Coat	(Light Grey)
Boots	(Gloss Black)
Gun Stock	(Red Brown)
Gun Barrel	(Metallic Grey)
Field Glasses	(Flat Black)
Gas Mask Case	(Field Grey)
Face	(Flesh)

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