



Review and Photos by James Yeager

The Harley Sportster was a hit from the start but the 1200 Custom raised the bar for power and elegance. The 1200 was the most powerful model in the Sportster series and one twist of the throttle will convince you that you're in for some fun. The Custom was fitted with a wider front end and tires along with a lower profile fuel tank.

**For The Modeler:** This is a Revell kit 7310, Harley Davidson XL 1200c Sportster 1200 Custom. Released in 1997 and longer in production, these kits are still readily available at online auctions and garage sales at a reasonable price. It is a 1:8 scale kit and is a Skill Level 2 kit with 75 pieces. The pieces are molded in; chrome, metallic red, grey, clear amber, clear red, clear, black vinyl tires, and waterslide decals. Here is an eye grabber a replica of a Harley Davidson 1200 XL Sportster from Revell. This Sportster has the 1200cc Evolution Engine. Revell describes the XL 1200 as a "lowered suspension, custom seat, and 21" laced front wheel with floating disc. Slotted disc rear wheel. Cloisonné tank emblem. And a handle bar treatment that's like nothing else..." Revell's description is right on the money, this Sportster is for "those with a bottomless appetite for Sportster styling." The finished dimensions are; Length 10.75", Width 4.125", Height 7.125".



Figures 0a & 0b Here is the kit's contents and box art. Unless stated differently Testors Model Cement in the tube was used for the construction of this model kit, also the parts are brush painted with bottle type enamel model paints unless it is stated otherwise.



Figure 1700 and Figure 1701 The main frame left half and main frame right halves are painted Model Master Semi Gloss Black and Testors Silver. Next painted is the seat frame half (43) and seat frame half (44) Model Master Gloss Black. The front fork half (21) and front fork half (22) Testors Silver. The front fork half is glued to the other fork half. The seat frame halves are glued together and glued to the main frame right half. The fork assembly is installed into the neck of the main frame right half and the main frame left half is glued to the main frame right half and the seat frame assembly. This locks the fork assembly in place—if the forks are to be moveable then so **\*\*\*do not put any glue on the forks.\*\*\***



Figure 1702 and Figure 1703 The ignition box is painted Model Master Gloss Black. The rear fender extension is glued to the rear fender. The rear fender assembly is



spray painted Model Master Primer Grey and then spray painted Model Master British Green Metallic. The taillight is glued into the rear fender with Testors Clear Parts Cement & Window Maker. The rear deflector is glued to the back of the taillight with Testors Clear Parts Cement & Window Maker. The rear fender assembly is then glued into the motorcycle frame. The ignition box is glued to the front of the motorcycle frame.



Figure 1704 A view of the completed rear fender after the taillight and rear deflector were installed.



Figure 1705 There is flash on the engine half that will have to be trimmed off.

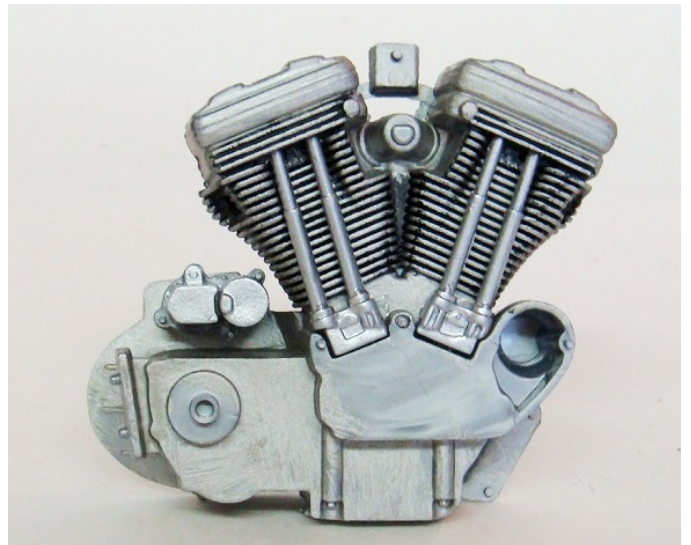


Figure 1706 and Figure 1707 The engine halves are painted Model Master Flat Black and Testors Steel. Use the Steel to dry brush the outside edges of the cooling fins for realism. The engine halves are glued together. The pushrods, starter halves, and oil filter are painted Testors Silver. The oil filter is glued to the engine assembly. The starter halves are glued together and then glued to the engine assembly. The pushrods are glued to the engine assembly also.

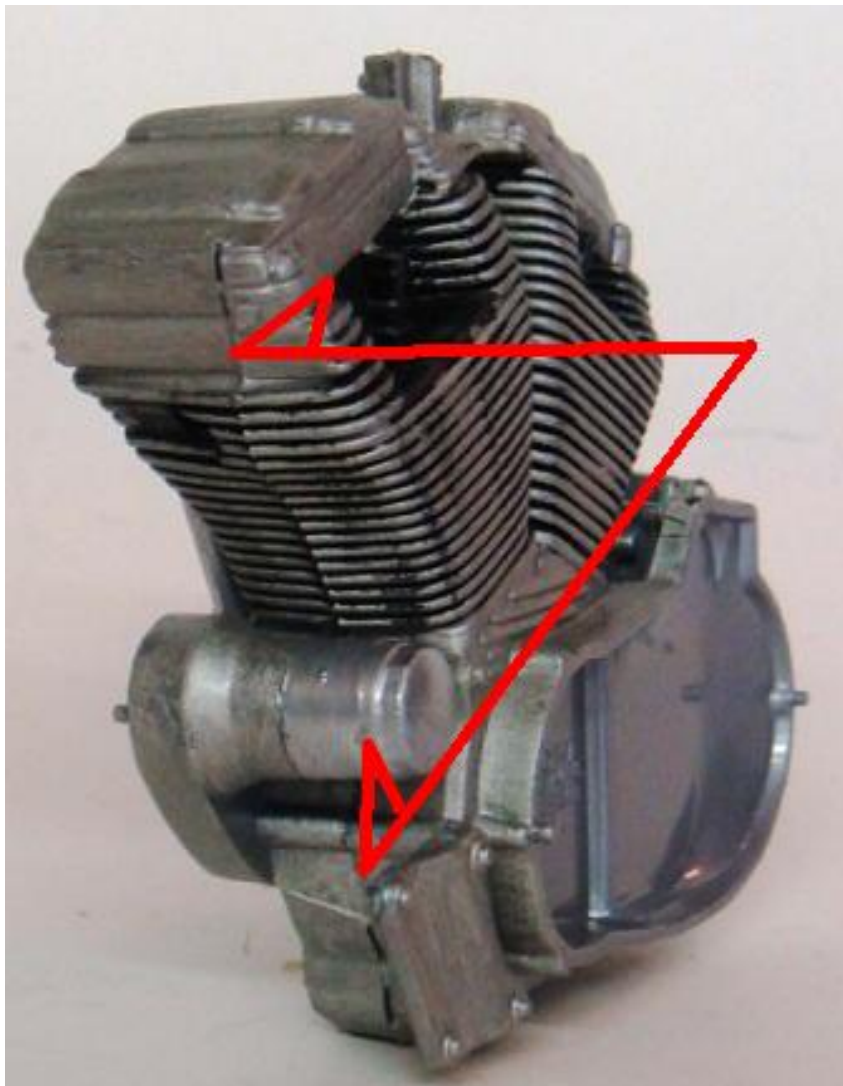


Figure 1708 and Figure 1709 The two engine halves have a seam line that a little Squadron Green Putty will help eliminate.



Figure 1710 Once the engine is assembled it can then be installed into the motorcycle frame.



Figure 1711 There are a lot of parts that will be added to the motorcycle frame for Step 4 and they will be discussed in the next 3 figures.

Figure 1712  
The drive belt is painted Testors Silver, Model Master Semi Gloss Black, and Model Master Flat Black. The rear disc brake is painted Testors Silver. The rear wheel half (68) is installed into the rear tire following the rotation arrow on the rear tire. The rear wheel half (69) is installed into the rear tire and glued to the rear wheel half (68). The rear disc brake is installed onto the rear wheel half (68). The drive belt is installed onto the rear wheel half (69).





Figure 1713 The rear tire assembly is installed into the motorcycle frame.



Figure 1714 The engine cover/guard is glued to the engine half. The rear brake pedal is painted Testors Silver and Model Master Flat Black before it gets glued to the engine cover/guard. The front foot peg is painted Model Master Flat Black and then it is glued to the rear brake pedal. This picture is angled to get a better view of the pedals attached to the engine cover/guard.





Figure 1715 (top) and Figure 1716 (bottom) While waiting for the gas tank pieces and front fender to dry I observed a seam line on the front forks that needs to be eliminated to make the motorcycle more realistic. After gently sanding the parts down and I noticed the glue acted like a filler on the seam. The forks are repainted Testors Silver.



Figure 1717 There is a gap on the front forks that just carefully sanding will not eliminate. I used Squadron Green Putty on these seams that will be seen when the motorcycle is completed.



Figure 1718 and Figure 1719 After the Squadron Green Putty is dry I carefully sand it smooth and paint over it with Testors Silver. Now the forks look more realistic like a one piece fork system.



Figure 1720 Gather these parts for the next phase of construction.





Figure 1721 The carburetor is painted Testors Steel then glued to the engine assembly. The air cleaner is glued to the carburetor. Decal 7 is applied to the air cleaner. Decals; 11, 12, 13, and 14 are applied to the rear fender. Decal 11 and 12 are mixed up on the decal sheet it should be decal 12 and 14 on the left side and 11 and 13 on the right side of the rear fender. Rear foot peg is painted Model Master Flat Black and glued to the motorcycle frame. The oil tank halves are assembled then painted Model Master Gloss Black. The oil tank assembly is glued to the motorcycle frame and the oil tank cap is glued to the oil tank assembly. The rear shock is painted Testors Silver and glued to the motorcycle frame. The turn signal lens is glued to the rear turn signal with Testors Clear Parts Cement & Window Maker and it is then glued to the right side of the motorcycle. The gas tank top and bottom were spray painted Model Master Primer Grey and spray painted Model Master British Green Metallic with the rear fender. The gas tank bottom is glued to the gas tank top and the assembly is glued to the motorcycle frame. The gas cap is glued to the gas tank and decals 8 and 9 are applied. The fuel tank decals look foggy due to their age an idea that came to mind after they were applied that might correct this is to cut the decals apart and remove the clear section of the decals which seems to be where the fog appearance is.



Figure 1722 are the exhaust pieces added next.



Figure 1723 There are two tail pipes that are glued to the exhaust and then the exhaust system is installed onto the motorcycle assembly.



Figure 1724 Gather these parts for the next assembly steps.



Figure 1725 The front wheel half (71) is installed into the front tire according to the rotation symbol on the tire. The front wheel half (70) is installed into the front tire and is glued to the front wheel half (71). The front disc brake (painted Testors Silver) is installed onto the front wheel half (71). The front wheel assembly is installed into the forks. The brake caliper (painted Model Master Flat Black) is glued to the left side of the front forks. Decal 1 is applied to the front fender (first spray painted Model Master Primer grey then spray painted Model Master British Green Metallic). The front fender is installed into the front forks. The kickstand is painted Testors Silver and glued to the bottom of the motorcycle frame. The transmission cover is glued to the engine assembly. The horn is glued to the engine assembly. The battery halves are assembled then painted Model Master Gloss Black. The battery assembly is glued to the left side of the motorcycle frame. The seat is painted Model Master Semi Gloss Black before it is glued to the motorcycle frame. Decal 6 applied to engine cover/guard.

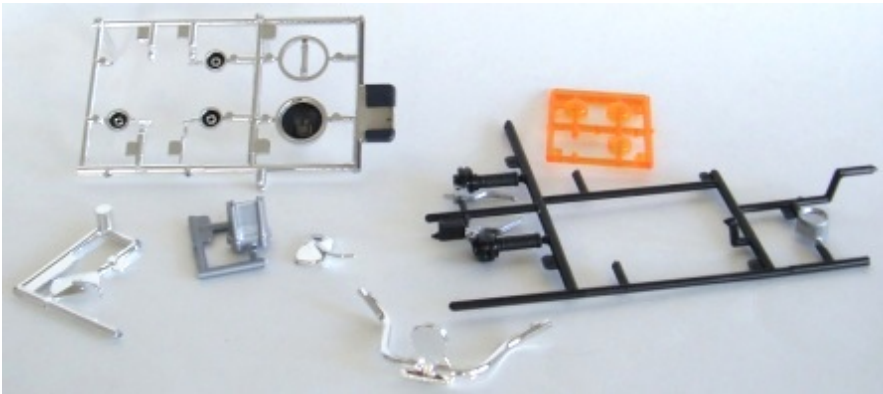


Figure 1726 and 1727 The spacer and speedometer are painted Testors Silver. The left and right grips are painted; Testors Silver, Model Master Flat Black, and Model Master Semi Gloss Black. The handle bars will be glued to the spacer. The left grip is glued to the handle bars. The turn signal lens is glued to the turn signal assembly with Testors Clear Parts Cement & Window Maker. The turn signal assembly is glued to the left grip. The left mirror is glued to the left grip. The speedometer is glued to the handle bars. Decal 2 is applied to the speedometer. The right grip is glued to the handle bars. The turn signal lens is glued to the turn signal with Testors Clear Parts Cement & Window Maker. The turn signal assembly is then glued to the right grip along with the right mirror.

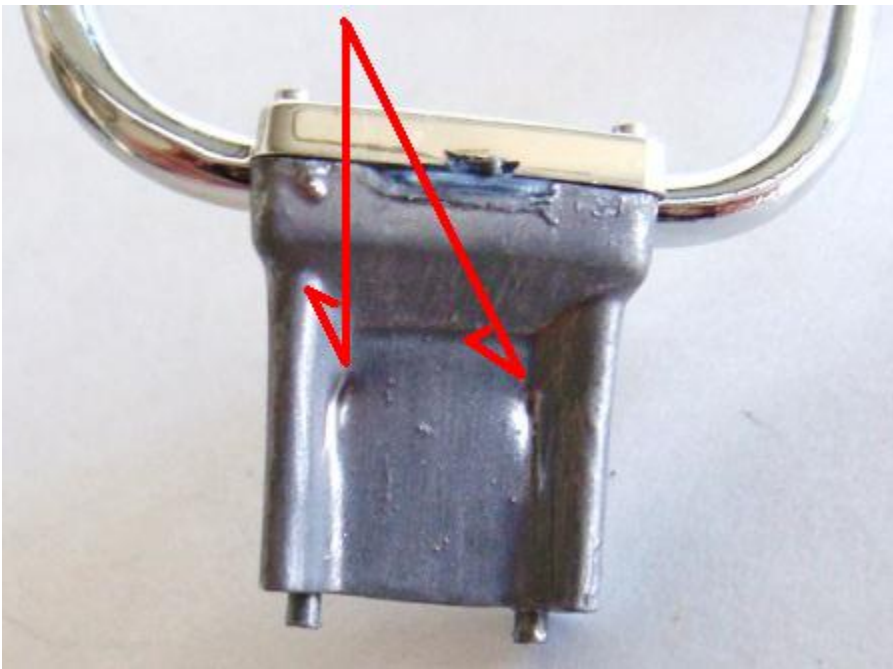


Figure 1728 The spacer has some sinks that can be repaired with Squadron Green Putty.



Figure 1731 shows the parts required for final assembly



Figure 1732 The handle bar assembly will be glued to the forks. The headlight lens is installed into the headlight housing and then the headlight ring is glued to the headlight housing trapping the lens in place. The headlight assembly is glued to the forks. The pedal (painted Model Master Flat Black and Testors Silver) is glued to the transmission cover. The front foot peg is painted Model Master Flat Black and glued to the transmission cover. The rear foot peg is painted Model Master Flat Black and is glued to the left side of the motorcycle frame. The rear shock is painted Testors Silver and glued to the left side of the motorcycle frame. The turn signal lens is glued to the rear turn signal with Testors Clear Parts Cement & Window Maker then the turn signal assembly is glued to the left side of the motorcycle frame.

The stand is painted Model Master Flat Black, Testors Gloss Orange, and Testors Gloss White. The motorcycle is installed onto the stand. Decal 3, 3, 5, and 5 are applied to the motorcycle frame.

Figure 1733 The Sportster is now complete and ready to be displayed. This motorcycle is a very beautiful looking bike especially with the bullet headlight. Think I will take this beauty down to Florida so I can go cruising with her.





Figure 1734 Conclusion This motorcycle was really fun to build. I still am not a fan of the stand that comes with this kit since it seems flimsy to me however it does add detail to the kit. There were some sinks and flash that needed to be taken care of however nothing major was wrong with the kit. The decals were foggy on the fuel tanks but this can be expected of decals that are almost 20 years old.

