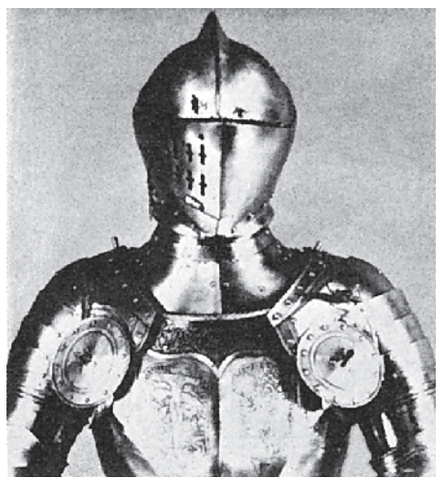
Customizing Through the Ages . . .



Museums and art galleries inform us that from the beginning of time, men have, by line, color and design, attempted to personalize or customize the objects they used in their everyday lives. Prehistoric man decorated and carved his weapons and utensils. The Greeks and the Romans painted, designed, embossed, carved and sculpted their temples, ships, weapons and chariots and even extended art to their burial vaults. During the age of chivalry the customizers of the day were busily building individualized suits of armor for the hot rodders of that time—the knights. In the last two world wars, decoration and personal identity were evident on many a drab war vehicle—the gaily painted planes of the German flying "circuses" of 1918—the pin-up girls and pet names on the bombers of WW2. The heralds, shields and markings of a new and desperate age. Today, the talented and ingenious "hot rodders" and custom car builders are exerting their individuality upon the automobile. They take the average production car t, cut it, trim it and shape it to suit their own personal desire. The customizer of the future will, no doubt, be using his talents upon some production rocket ship or jet car and altering its appearance to satisfy an inborn urge.

GENERAL INSTRUCTIONS . . . ENGINE ASSEMBLY

FORD MODEL T ENGINE

Cement the RIGHT T ENGINE BLOCK (36) to LEFT T ENGINE BLOCK (35). Cement the CRANKCASE (39) to the assembled engine block. Cement MANIFOLD assembly (23), FAN (38), and CYLINDER HEAD (37) in place.

LINCOLN ENGINE (GENERAL)

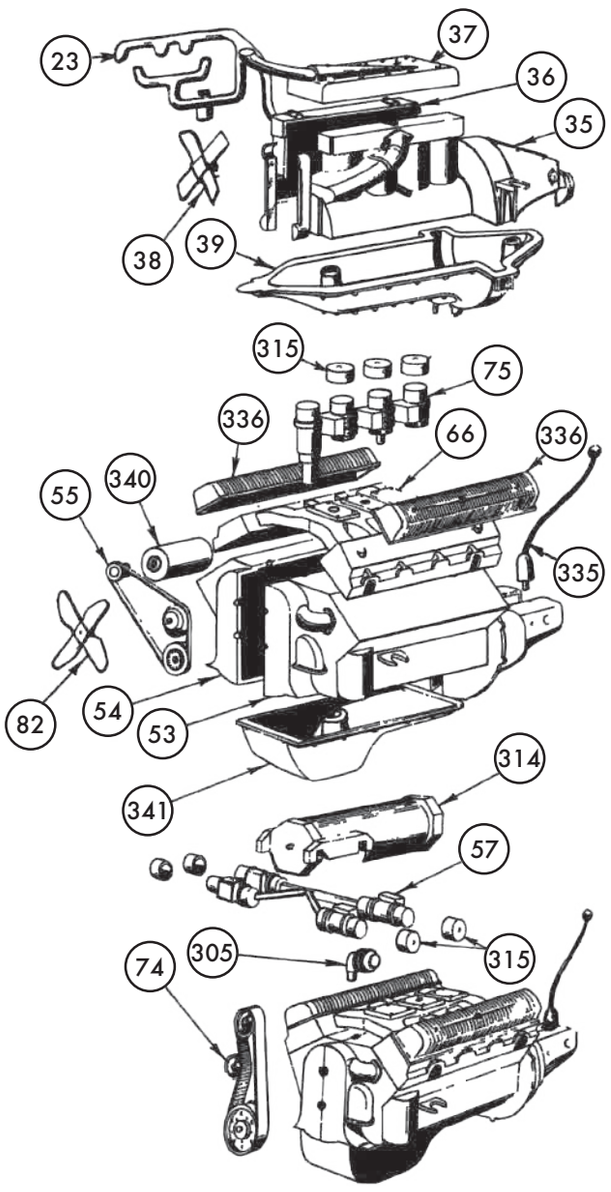
Cement LEFT ENGINE HALF (53) to RIGHT ENGINE HALF (54). Cement the OIL PAN (341) (C), to the assembled block. Cement the CYLINDER HEAD and "TRI-POWER" INTAKE MANIFOLD assembly (66) to the block assembly. Cement VALVE COVERS (336) (C) and GEARSHIFT LEVER (335) (C) in place.

STREET VERSION

Cement the GENERATOR (340) (C) to the FAN BELT (55). Cement the FAN (82) (included loosely in kit) to fan belt. Cement the fan belt to the block assembly. Install the TRIPLE CARBURETORS (75) and three AIR CLEANERS (315) (C).

COMPETITION VERSION

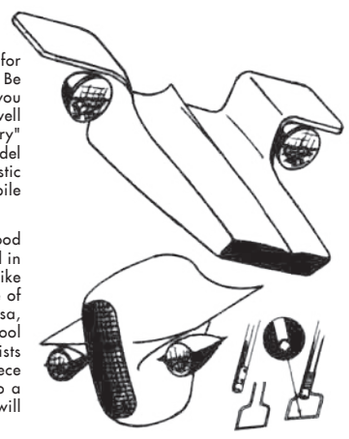
Cement the MAGNETO (305) (C) into hole on top front of engine block. Cement the SIDE DRAFT CARBURETORS (57) into the LATHAM BLOWER (314) (C). Install blower assembly onto manifold. Cement BLOWER BELT (74) to blower and engine block. Install four AIR CLEANERS (315) (C).



HINTS TO THE ADVANCED MODELER

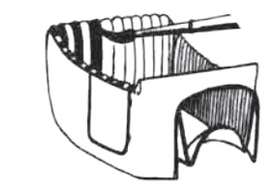
1 A file works quite well in most cases for making any radical body changes. Be sure there is sufficient material in the area you are changing. File marks can be removed well enough for painting by using "wet or dry" sandpaper, No. 400 or 600 grit. If the model is not to be painted, restore the original plastic luster after sanding by using automobile rubbing compound.

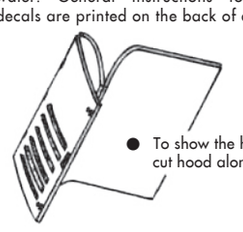
2 For customizing or restyling, a good grade of modeling clay may be helpful in determining what the finished job will look like before resorting to a more permanent type of material such as plastic wood, plastic balsa, or automobile putty. For working clay, a tool similar to those used by automotive stylists may be constructed with a pencil and a piece of wire as shown on right. File the wire to a diamond shaped cross-section so that it will cut the clay.



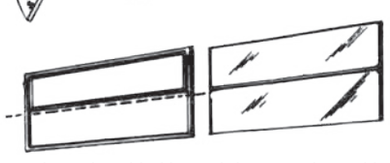
3 Lacquer is not recommended for painting your model as it tends to attack the plastic and cause "crazing". Some interesting effects may be obtained however, by using lacquer. Upholstery and the top of the instrument panel can be painted with thin lacquer, and this will simulate leather. Spraying will give the best results. A flat finish for the chassis can be achieved by adding a small amount of talcum powder to black paint. Mix well! Cellophane tape is recommended for masking special designs as it gives a sharper line than regular masking tape. Apply tape and cut out design with a sharp knife.

4 Individual designs may be created with various decal combinations. To alter decals, cut them apart before dipping them in water. General instructions for applying decals are printed on the back of decal sheet.





● To show the hood in an open position, cut hood along the engraved hinges.



● A chopped windshield is made by cutting the windshield frame and gluing desired section to cowl or windshield base.

SUGGESTED MODIFICATIONS

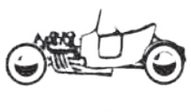
1. Stock Roadster Body with top up.

2. Stock Roadster Body with top down.

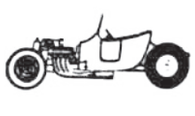
3. Stock Pickup Body with top down.

4. Stock Pickup Body with top up.

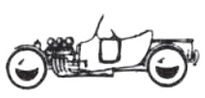
5. Roadster body with Tri-Power Lincoln Engine and Cycle Fenders.



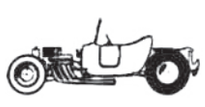
6. Roadster Body with Latham Blower Lincoln Engine.



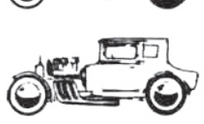
7. Pickup Body with Tri-Powered Lincoln Engine and Cycle Fenders.



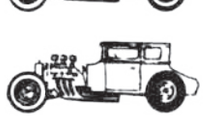
8. Pickup Body with Latham Blower Lincoln Engine.



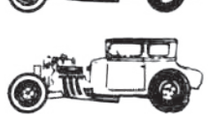
9. Chopped Coupe Body with Tri-Powered Lincoln Engine and Cycle Fenders.



10. Chopped Coupe Body with Tri-Powered Lincoln Engine.



11. Chopped Coupe Body with Latham Blower Lincoln Engine.

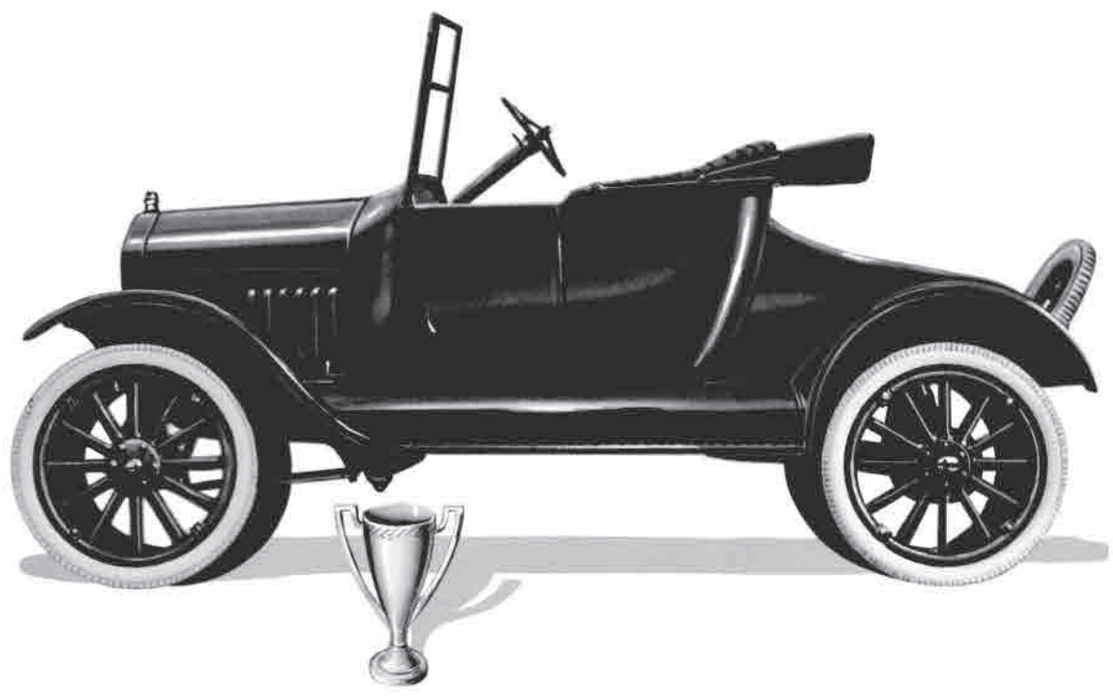


FORD MODEL T SPECIFICATIONS

Engine— Four Cylinder Four Cycle— 20 H.P.
3 ¾ Bore x 4 Stroke
Transmission— Planetary— Running in Oil
Ignition— Magneto Integral with Flywheel
Lubrication— Combination Splash and Gravity
Cooling— Water Cooled, Thermo Syphon
Clutch— Multiple Disc, Running in Oil
Springs— Transverse, Front and Rear
Front and Rear Axles— Vanadium Steel
Gasoline Tank— 10 Gallon Capacity
Wheelbase— 100 inches
Weight— 1200 lbs.

LINCOLN ENGINE AND ACCESSORIES

Engine Type— OHV, V-8
Displacement— 430 Cubic Inches
Bore and Stroke— 4.3 x 3.7
Compression Ratio— 10 to 1
Horsepower— 350 Plus at 4100 R.P.M.
Carburetion— Three Two Barrels for Street Use.
Four Side Draft Single Barrels used with Latham Axial Blower for Competition
Magneto Ignition
Special Exhaust Headers
Halibrand Quick Change Rear End Center Section



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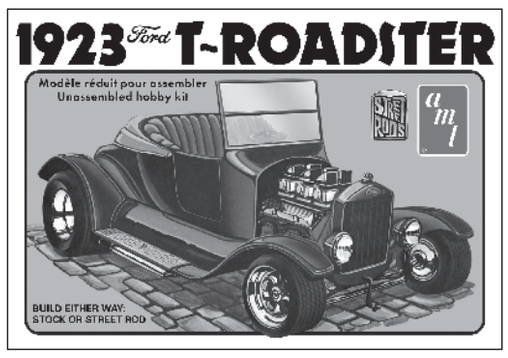
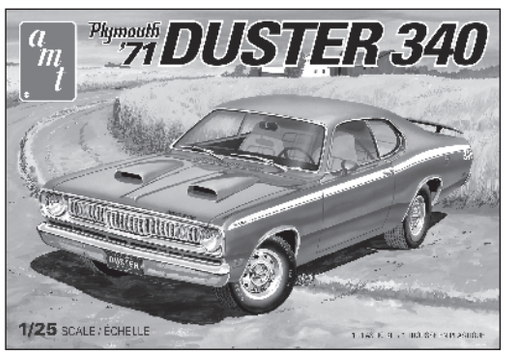
AMT1145M/12 1940 WILLYS PICKUP DRAG GASSER

AMT1138/12 1969 CHEVY® CHEVELLE® SS™ 396 HARDTOP



AMT1130/12 1923 FORD T-ROADSTER



AMT1118/12 1971 PLYMOUTH DUSTER 340

AMT1119/12 1955 CHEVY® BEL AIR® SEDAN

AMT1137/12 1969 PLYMOUTH GTX CONVERTIBLE

1925 Ford Model T CHOPPED

AMT1167-200

1/25 Scale

READ THIS BEFORE YOU BEGIN

Look over this instruction sheet carefully before you begin building. Follow the assembly instructions and "test-fit" the parts without cementing. This will familiarize you with the location of the parts.

For the best results, the various sub-assemblies and components should be painted before any "chrome" parts are attached. For example: When attaching "non-chrome" body accessories, it is best to cement them in place and paint the body as a unit.

AMT® kits are molded from the finest High-Impact Styrene plastic. Use only paint and cement made for Styrene. Trim excess plastic from parts before joining. When attaching "chrome" parts, scrape plating away where parts are to be joined. Use just enough cement to join parts, and be careful not to smear cement on exposed surfaces.

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CHOPPED COUPE

❶ Cement assembled LINCOLN ENGINE onto the locator pins in SPECIAL DROPPED FRAME (71).

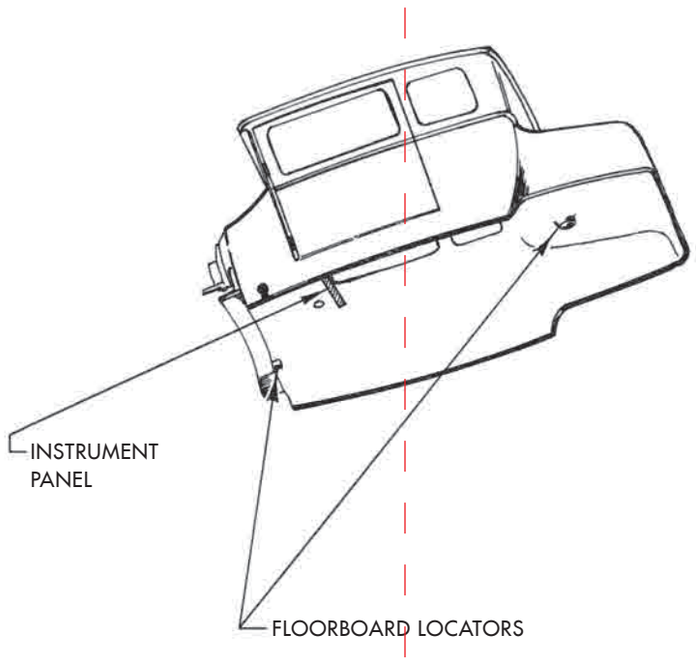
❷ Install the FRONT SPRING and SHOCK ABSORBER ASSEMBLY (320) (C) to frame. **NOTE:** Spring snaps into frame bracket and shock absorbers locate in notches in frame rails. Cement FRONT TUBULAR AXLE (321) (C) to spring and install left and right FRONT RADIUS ROD and BRACKET ASSEMBLIES (331) (C), (334) (C). **NOTE:** Spread front of radius rods and cement into notches on front axle. Cement radius rod brackets to frame sides. Cement TIE ROD (316) (C) to backing plates on front axle. Assemble two FIRESTONE TIRES to FRONT REVERSED RIMS (344) (C). Insert a metal axle through the front axle assembly and carefully push on assembled front wheels.

❸ Cement REAR AXLE HOUSINGS (52) into TORQUE TUBE and REAR AXLE CENTER SECTION (301) (C). Mount two M&H RACING SLICKS onto REAR REVERSED RIMS (343) (C). Push a METAL AXLE into one wheel. Slip the left REAR RADIUS ROD (333) (C) onto metal axle. Insert metal axle into housing assembly. Add right REAR RADIUS ROD (332) (C) on other side and carefully push on remaining wheel. NOTE: Make sure radius rod and torque tube are below center line of metal axle. Cement REAR SPRING (318) (C) into the slots on the rear of the radius rods. **NOTE:** Make sure the spring ends are fully forward in the slots to provide space for the shock absorber brackets. Install assembly into frame by cementing pin on torque tube into transmission hole, pins on radius rods into front radius rod brackets, and spring into the rear frame crossmember. Cement the REAR SHOCK ABSORBERS (319) (C) in position as shown. **NOTE:** If racing slicks are used, rear cycle fenders cannot be installed without modification.

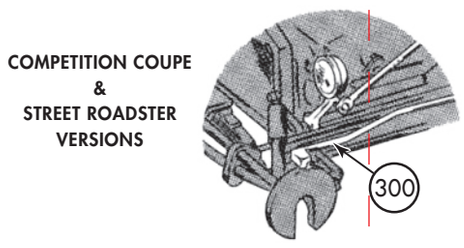
❹ Assemble PRESSURE TANK parts (306) (C), (323) (C) and (330) (C). Locate pressure tank on COUPE FLOORBOARD (200). Cement FIRE EXTINGUISHER (302) (C) to floorboard. Install ROLL BAR (311) (C) and BUCKET SEATS (64). Cement CUSTOM STEERING WHEEL (61) to raised circular rib on floorboard.

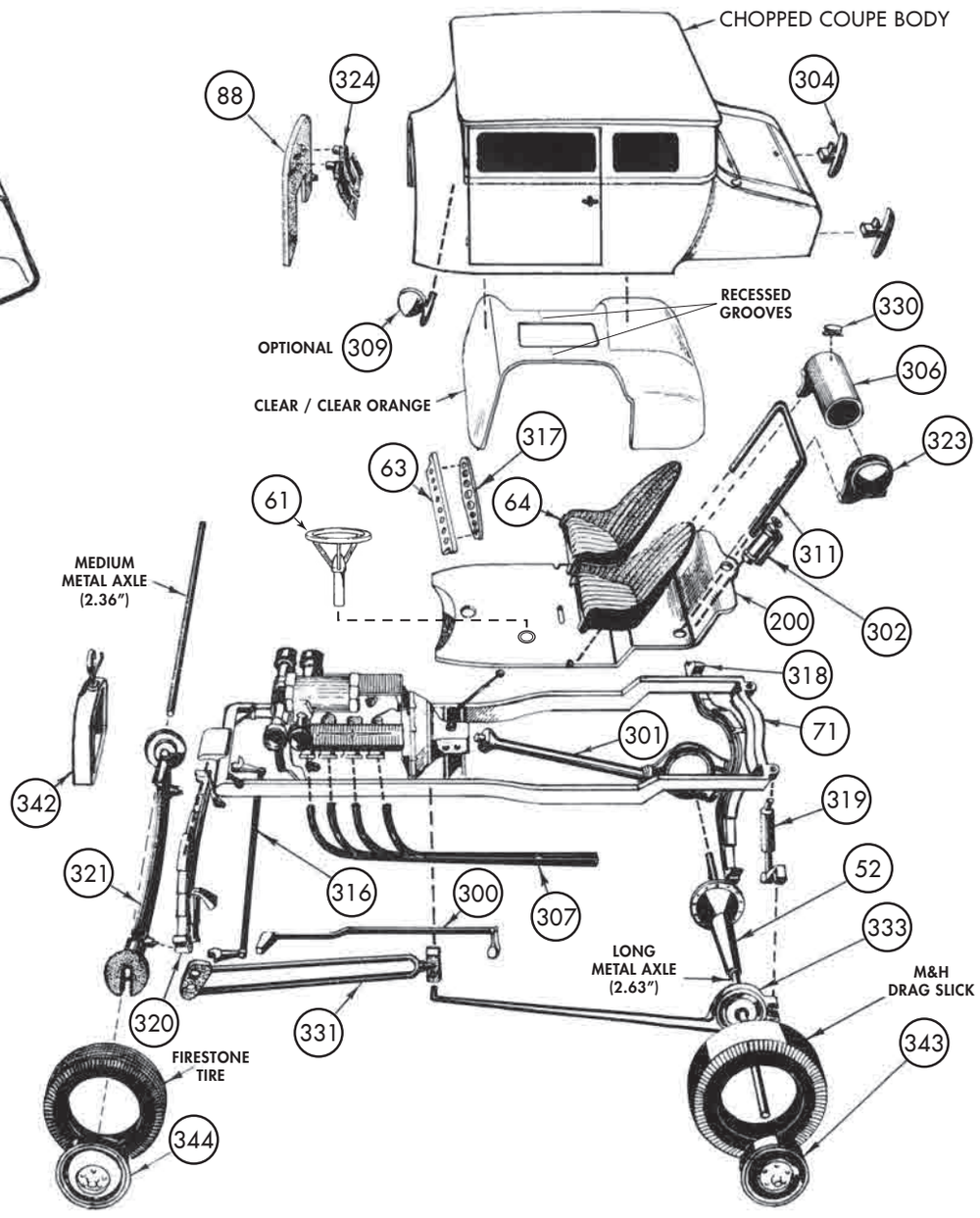
❺ Separate CHOPPED COUPE WINDOW UNIT (CLEAR/CLEAR ORANGE) along recessed grooves and install front and rear sections into CHOPPED COUPE BODY. Assemble INSTRUMENT PANEL INSERT (317) (C) to CUSTOM INSTRUMENT PANEL (63) and cement into body as shown. Cement PEDAL ASSEMBLY (324) (C) to FIREWALL (88) and install on body. Carefully spread body apart slightly and install assembled floorboard. NOTE: Locate floorboard on large pin at rear and against locating rib in firewall opening in body. (See detail.)

❻ Cement CHOPPED RADIATOR SHELL (342) (C) on frame. Install PUSH BARS (304) (C) to rear of body. Cement DRAG LINK (300) (C) to top of left backing plate and side of body. See inset detail. Cement EXHAUST HEADERS (307) (C) to sides of engine. SPOTLIGHTS (309) (C) are OPTIONAL and may be installed in desired locations.



DRAG LINK LOCATION DETAIL
(To front left backing plate)





NOTE: The chrome parts must be cleaned of plating at cement contact points for a good bond.

STREET ROADSTER

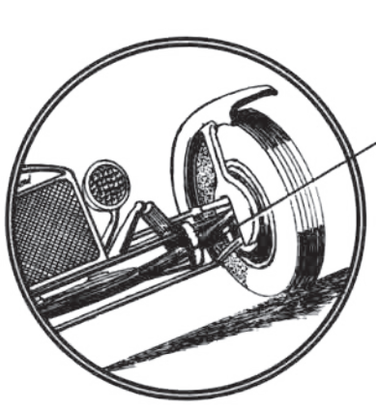
❶ Cement assembled LINCOLN ENGINE onto the locator pins in SPECIAL DROPPED FRAME (71).

❷ Install the FRONT SPRING and SHOCK ABSORBER ASSEMBLY (320) (C) to frame. **NOTE:** Spring snaps into frame bracket and shock absorbers locate in notches in frame rails. Cement FRONT TUBULAR AXLE (321) (C) to spring and install left and right FRONT RADIUS ROD and BRACKET ASSEMBLIES (331) (C), (334) (C). NOTE: Spread front of radius rods and cement into notches on front axle. (See detail.) Cement radius rod brackets to frame sides. Cement TIE ROD (316) (C) to backing plates on front axle. Assemble two FIRESTONE TIRES to FRONT REVERSED RIMS (344) (C). Insert a metal axle through the front axle assembly and carefully push on assembled front wheels.

❸ Cement REAR AXLE HOUSINGS (52) into TORQUE TUBE and REAR AXLE CENTER SECTION (301) (C). Mount two FIRESTONE TIRES onto REAR REVERSED RIMS (343) (C). Push a METAL AXLE into one wheel. Slip the left REAR RADIUS ROD (333) (C) onto metal axle. Insert metal axle into housing assembly. Add right REAR RADIUS ROD (332) (C) on other side and carefully push on remaining wheel. **NOTE:** Make sure radius rod and torque tube are below center line of metal axle. Cement REAR SPRING (318) (C) into the slots on the rear of the radius rods. **NOTE:** Make sure the spring ends are fully forward in the slots to provide space for the shock absorber brackets. Install assembly into frame by cementing pin on torque tube into transmission hole, pins on radius rods into front radius rod brackets, and spring into the rear frame crossmember. Cement the REAR SHOCK ABSORBERS (319) (C) in position as shown. Cement FRONT CYCLE FENDERS (72) to FRONT CYCLE FENDER BRACKETS (59). The bracket with the larger mounting slot goes on the left side. Assemble REAR CYCLE FENDERS (73) to REAR CYCLE FENDER BRACKETS (56) (RIGHT), (65) (LEFT). Cement assembled fenders to backing plates. See inset detail for proper installation.

❹ Install ROADSTER CUSTOM INTERIOR (201) into ROADSTER BODY, cement INSTRUMENT PANEL INSERT (317) (C) to CUSTOM INSTRUMENT PANEL (63) and install into interior as shown. Cement PEDAL ASSEMBLY (324) (C) to FIREWALL (88) and install on body. SPOTLIGHTS (309) (C) are OPTIONAL.

❺ Install body onto frame, guiding hole in floorboard over gear shift lever. Cement CUSTOM STEERING WHEEL (61) to raised circular rib on interior floor. Assemble the WINDSHIELD FRAME (49) and WINDSHIELD "GLASS" (CLEAR) and cement to body. Install either the TURTLE DECK (44) or the SHORT PICKUP BOX (70) with TAILGATE (11). Cement TAILLIGHTS (339) (C), PUSH BARS (304) and LICENSE PLATE (46) as shown. Cement CHOPPED RADIATOR SHELL (342) (C) to RADIATOR CORE (62). Cement small HEADLIGHT LENSES (CLEAR) into CUSTOM HEADLIGHT BEZELS (312) (C), (313) (C). Cement radiator and headlight assemblies to frame. Cement DRAG LINK (300) (C) to top of left backing plate and side of body. Cement EXHAUST HEADERS (307) (C) to sides of engine. Install WHEEL DISC COVERS (202) (C) to wheels.



TURTLE DECK DETAIL

SHORT PICKUP BED DETAIL

NOTE: CYCLE FENDERS CANNOT BE USED WITH RACING SLICKS WITHOUT MODIFICATION (FOR ADVANCED MODELERS)

NOTE: The chrome parts must be cleaned of plating at cement contact points for a good bond.

THE FORD MODEL T

Stock T Roadster or Pickup

❶ Cement the assembled MODEL T FORD ENGINE onto the locator pins in the MODEL T FRAME (26).

❷ Install a vinyl STOCK MODEL T TIRE on each of the two STOCK MODEL T FRONT WHEELS WITHOUT BRAKE DRUMS (31). Insert a METAL AXLE into the FRONT AXLE AND SPRING ASSEMBLY (34). Carefully press the two completed front wheels onto the ends of the metal axle. Cement front axle assembly into FRAME FRONT CROSSMEMBER and install FRONT WISHBONE UNIT (48). Cement REAR SPRING (25) into rear frame crossmember as shown. Install a vinyl STOCK MODEL T TIRE on each of the two STOCK MODEL T REAR WHEELS WITH BRAKE DRUMS (32). Insert a METAL AXLE into REAR AXLE and TORQUE TUBE UNIT (19) and press the assembled wheels onto the ends of the metal axle. Install rear axle assembly, inserting front of torque tube into transmission hole and spring ends onto rear axle.

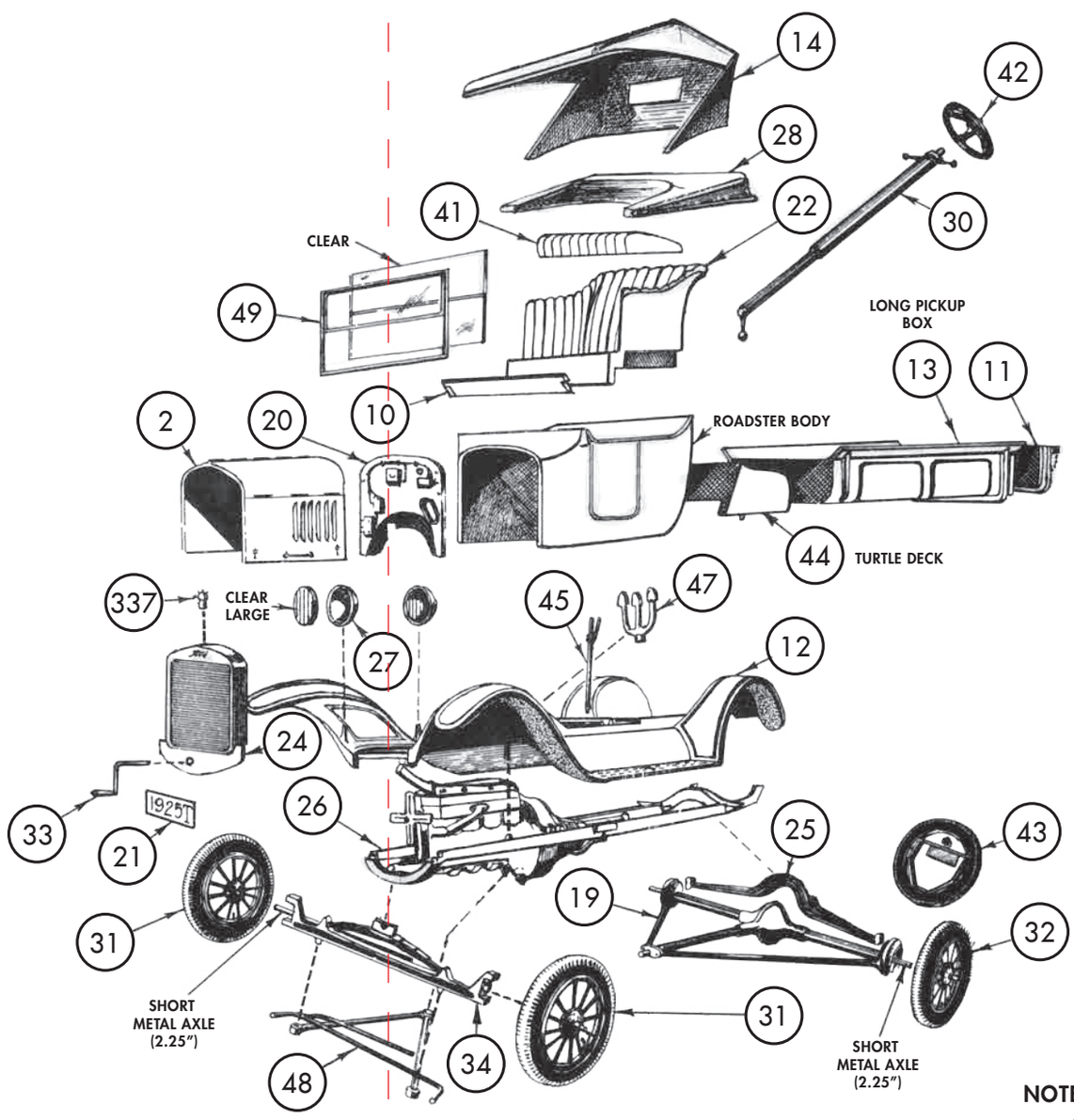
❸ Cement the FENDER UNIT (12) onto the frame. Install the TRIPLE PEDALS (47) and the EMERGENCY BRAKE LEVER (45) into holes provided on floor of fender unit. Cement the RADIATOR (24), LICENSE PLATE (21) and the CRANK (33) to the fender unit. Install a HEADLIGHT LENS (CLEAR) (Large) into each HEADLIGHT BEZEL (27). Cement assembled headlights onto locator pins on the fender unit. Install RADIATOR CAP (337) (C) onto RADIATOR. NOTE: Position radiator cap to provide clearance for HOOD opening.

❹ Cement the FIREWALL (20) and the INSTRUMENT PANEL (10) to the ROADSTER BODY. Cement the BODY to the FENDER ASSEMBLY (12). Cement STOCK SEAT FRAME/BACK CUSHION (22) into the body with the front of the seat frame fitting between the two ribs on the fender assembly. The REMOVABLE SEAT CUSHION (41) is not cemented in place but is left loose for access to the under-seat gas tank.

❺ Insert the STEERING COLUMN (30) through the hole in the firewall. Cement the ball end of the steering column to the steering rod on the WISHBONE UNIT (48). Cement the STEERING WHEEL (42) in place. Assemble the WINDSHIELD FRAME (49) and WINDSHIELD "GLASS" (CLEAR) and cement in place.

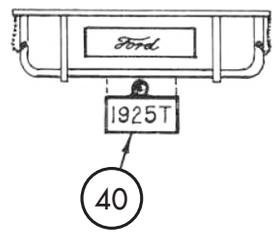
❻ Install either the FOLDED TOP (28) or the RAISED TOP (14). Add either the TURTLE DECK (44) or the LONG PICKUP BOX (13) and TAILGATE (11).
NOTE: If the turtle deck is used, the SPARE TIRE (43) is cemented to spare tire brackets at end of frame. If pickup box is used, cement REAR LICENSE PLATE (40) as shown in detail. OPTION - The spare tire can be cemented into position under truck body or carried on left side running board.

❼ Do not cement HOOD (2) into position, but leave loose to permit access to the detailed T engine.



WHEEL ASSEMBLY

TAILGATE/LICENSE PLATE DETAIL



REAR SPRING AND TAB DETAIL

NOTE: The chrome parts must be cleaned of plating at cement contact points for a good bond.