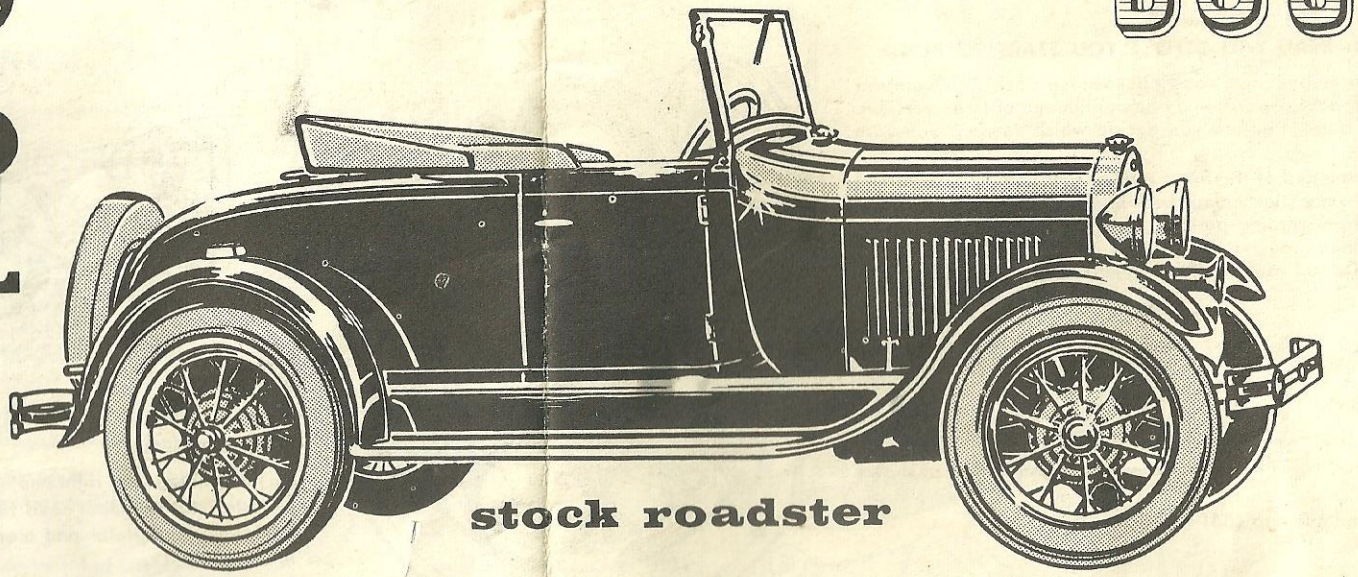
1929 FORD MODEL A

TROPHY SERIES

DOUBLE

3 IN 1



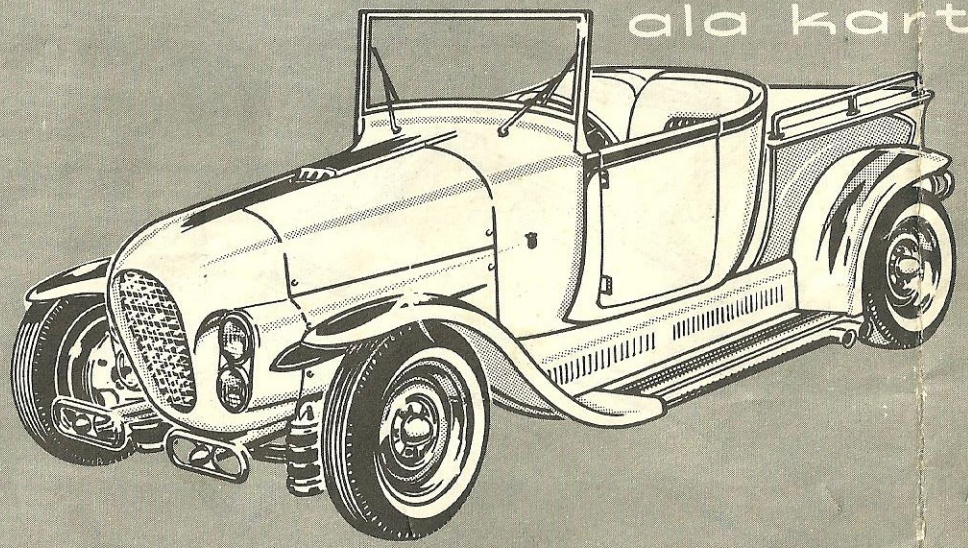
stock roadster

KIT

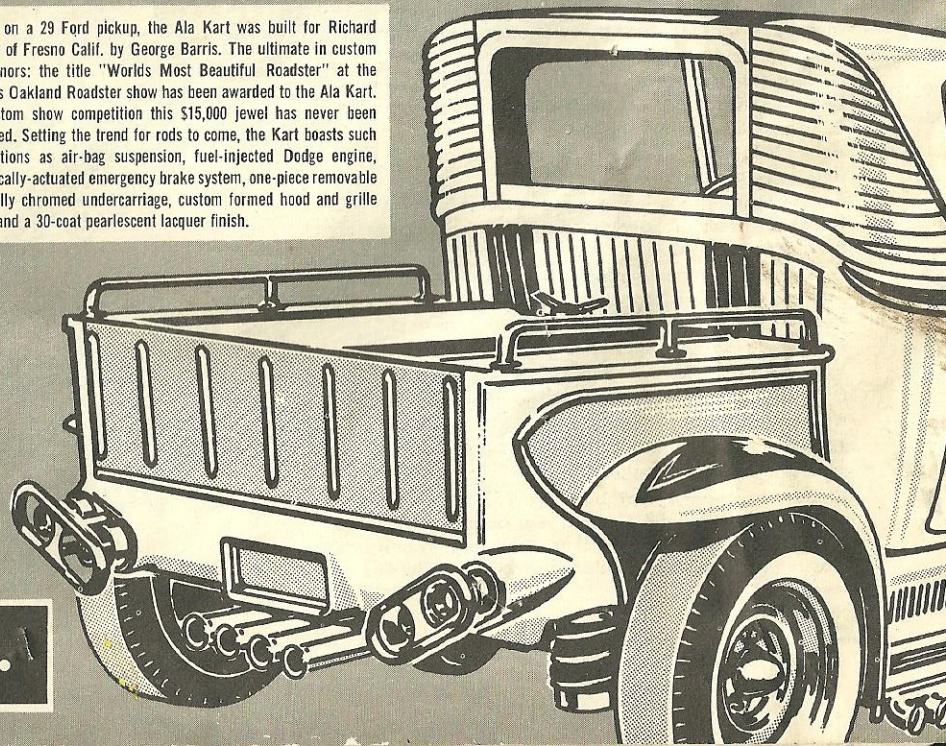
1/25 SCALE

The Model A Ford, in its short production life (1928-31), established itself as one of the most popular cars of all time. Called the "Baby Lincoln" by many, Model A introduced many improvements over the legendary "Tin Lizzie", such as a gearshift transmission, hydraulic shock absorbers, engine of nearly doubled power, four-wheel brakes, and safety-glass windshields. As proof of the A's durability thousands are still in everyday use, and hot-rodders often utilize many of the A's rugged components. Still others have been lovingly restored, ensuring that the fabulous Model A will be around for a long time to come.

ala kart



Based on a 29 Ford pickup, the Ala Kart was built for Richard Peters of Fresno Calif. by George Barris. The ultimate in custom car honors: the title "Worlds Most Beautiful Roadster" at the famous Oakland Roadster show has been awarded to the Ala Kart. In custom show competition this $15,000 jewel has never been defeated. Setting the trend for rods to come, the Kart boasts such innovations as air-bag suspension, fuel-injected Dodge engine, electrically-actuated emergency brake system, one-piece removable top, fully chromed undercarriage, custom formed hood and grille shell, and a 30-coat pearlescent lacquer finish.



AMT CORPORATION BOX 400 · TROY, MICH.

Stock Roadster assembly

IMPORTANT: READ THIS BEFORE YOU START TO BUILD

With this kit you can build two complete cars, the stock '29 A roadster and the Ala Kart, each of which may be built in one of three versions. Read the entire booklet before you decide which versions you wish to build.

The parts are molded of the finest quality high-impact Polystyrene plastic. Trim off excess plastic and check fit of parts before cementing. Scrape plating from chrome parts in areas to be cemented and be careful not to smear cement on exposed surfaces. All plastic parts are numbered. Do not remove from runners until you are ready to use them.

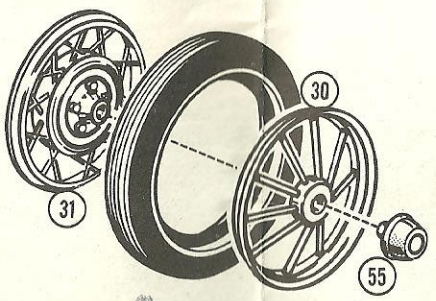
1

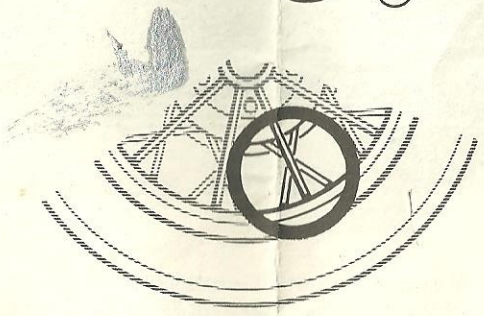
WHEEL ASSEMBLY

A. Place tire on inner wheel half (31).

B. Cement outer wheel half (30) to inner half. Align spokes as shown in lower sketch.

C. Cement chrome hub cap (55) into outer wheel half.





2

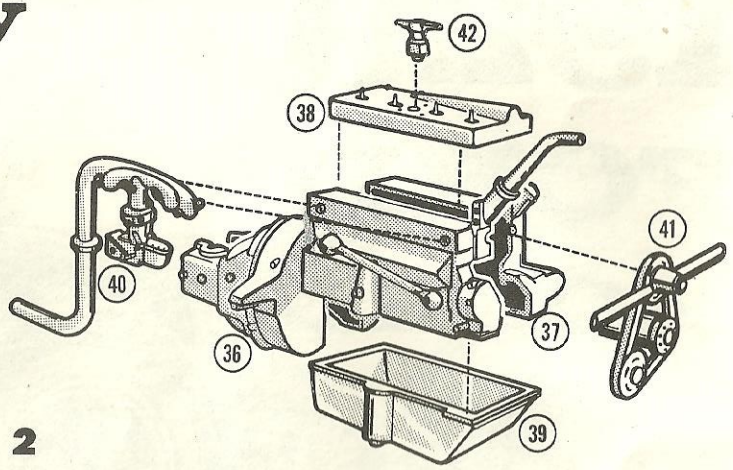
ENGINE ASSEMBLY

A. Cement together right and left engine halves (36 & 37).

B. Install stock cylinder head (38) and oil pan (39).

C. Cement carburetor and manifolds (40) and fan—belt—generator (41) to engine block.

D. Cement distributor (42) to head.



3

CHASSIS ASSEMBLY

A. Install engine into frame (20). Front pulley locates in front frame crossmember; tabs on transmission locate in sockets in frame.

B. Cement lower and upper rear axle halves (24 & 25) together. Cement rear backing plates (28) to axle assembly.

C. Insert metal axle into one wheel assembly. Insert metal axle thru rear axle assembly and push on another wheel assembly.

D. Cement rear spring (23) to rear frame crossmember, then install rear axle assembly to frame.

E. Cement front backing plates (29) to pins on front axle (26). Note—Groove in axle must align with large hole in backing plate.

F. Insert metal axle into a wheel assembly, insert thru front axle assembly, and press remaining wheel assembly onto metal axle.

G. Cement front axle assembly to front frame crossmember—metal axle must be to the rear. Cement drag link (32) to pin on frame and hole in front axle.

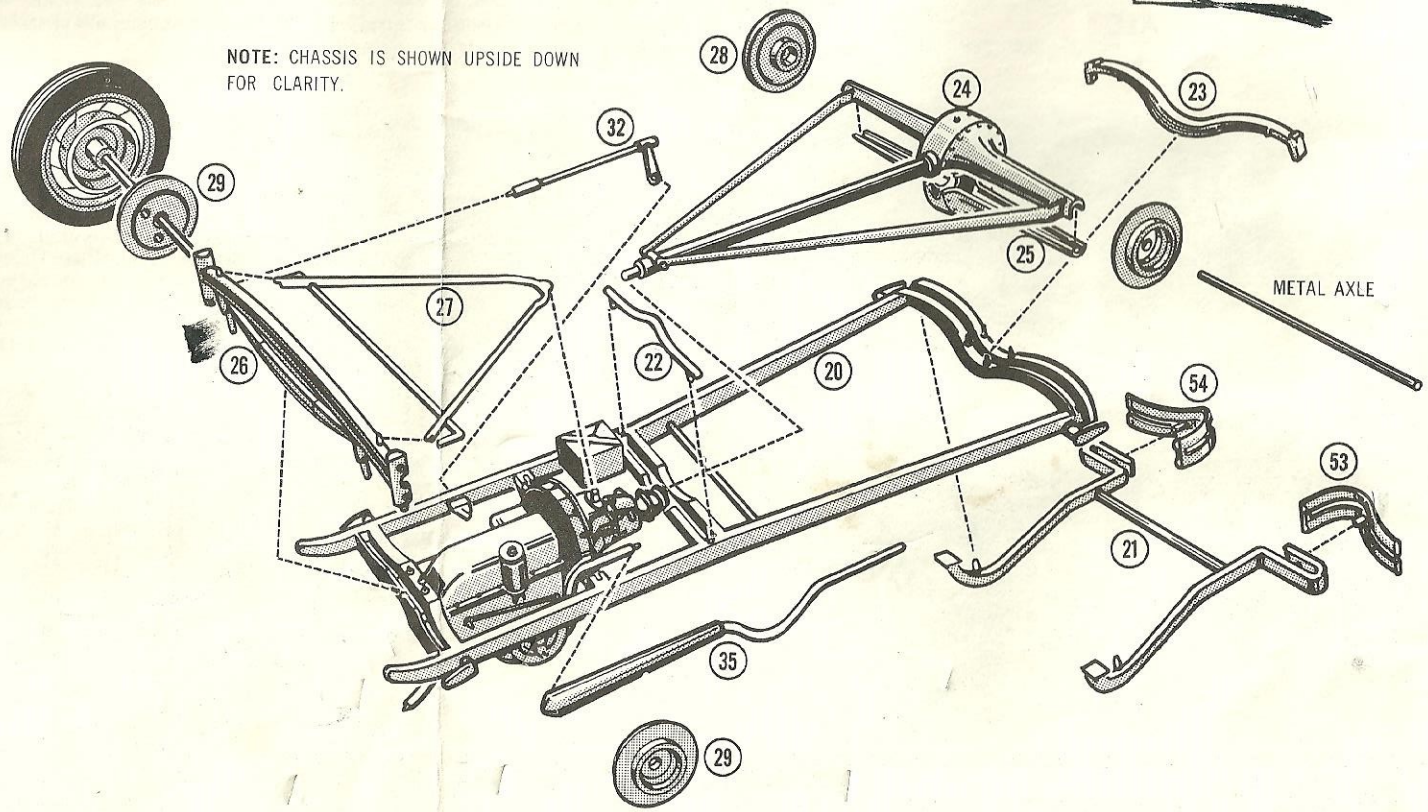
H. Cement wishbone (27) to pins on front axle and transmission.

I. Cement brake cross-shaft (22) under center frame crossmember.

J. Cement muffler-tailpipe assembly (35) to exhaust pipe and brake cross-shaft.

K. Cement chrome rear bumpers (53 & 54) to rear bumper bracket (21). Cement rear bumper bracket to frame. (Pins on bumper bracket into holes in rear frame crossmember; tabs on bumper bracket to underside of frame.)

NOTE: CHASSIS IS SHOWN UPSIDE DOWN FOR CLARITY.



COMPLETION OF STOCK ROADSTER

A. Cement fender assembly (2) to completed chassis assembly.

B. Cement chrome front bumper (52) to brackets on fender assembly.

C. Assemble radiator (8) and chrome radiator shell (45) — cement to fender assembly at bottom and engine water hose at top.

D. Using a very small amount of cement, install clear headlight lenses into chrome headlight assembly (50). Cement horn (17) to pin below left headlight. Cement headlight assembly into holes in fenders.

E. Apply decal (1929 license) to front license plate (16) and cement plate to bottom of headlight assembly brace.

F. Apply decal (1929 license) to rear license plate (15). Cement plate to chrome taillight (51) and cement taillight into hole in left fender.

G. Cement foot pedal assembly (44) into floorboard of interior (5). Cement chrome gearshift lever (60) into left hole on floor of interior. Cement chrome emergency brake lever (61) into right hole on floor of interior.

H. Cement firewall (3) to body (1). Install interior assembly into body from below.

I. Open up holes in rear deck from below. Into holes in body install chrome door handles (56), chrome deck lid handle (57), and chrome top rest bars (58).

J. Cement spare wheel inner half (34) to spare wheel outer half (33). Install chrome hub cap (55) and decal (oval with "Ford" script). Cement spare wheel carrier (14) to back of spare wheel, then cement carrier bracket to rear edge of body.

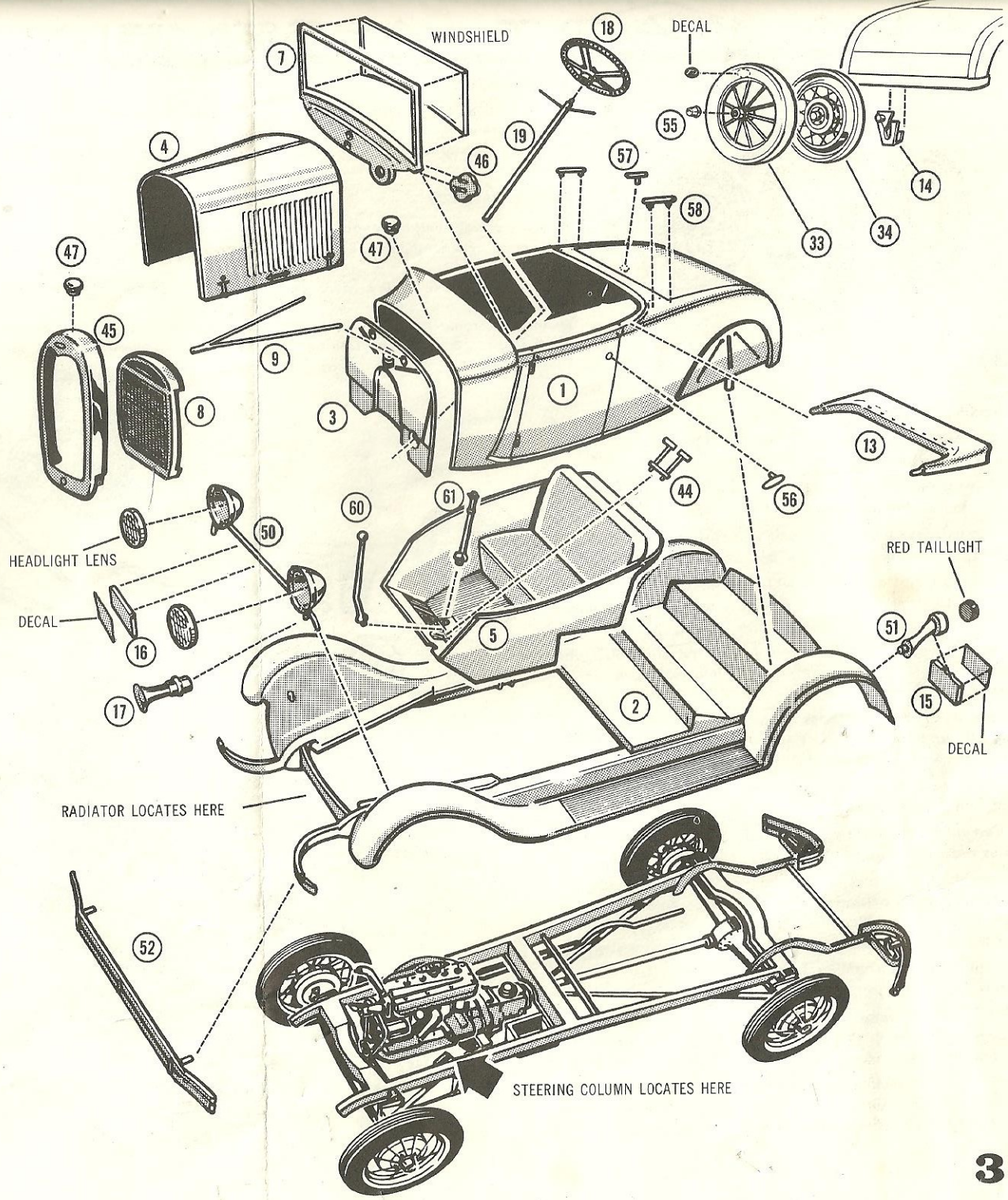
K. Cement body onto fender assembly.

L. Using a small amount of cement, install clear windshield in windshield frame assembly (7). Cement chrome instrument cluster (46) into holes in windshield frame assembly. Cement windshield frame assembly to body.

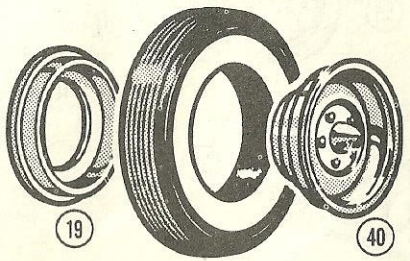
M. Cement steering wheel (18) to steering column (19). Slip steering column thru hole in instrument panel, hole in firewall, and align end of column with gear box on frame.

N. Cement radiator brace rod (9) into holes in radiator and firewall. Cement chrome cap (47) to radiator shell. Cement chrome gas tank cap (47) to body.

O. Cement folded top (13) on body directly behind seat. Slip hood (4) over engine compartment. Don't cement hood in place.



ALA KART ASSEMBLY



1 **WHEEL ASSEMBLY**

A. Press inner wheel half (K-19) into tire. (Note: 2 regular tires and 2 "slicks" are used.)

B. Apply cement to inner wheel half and insert chrome outer wheel half (K-40).

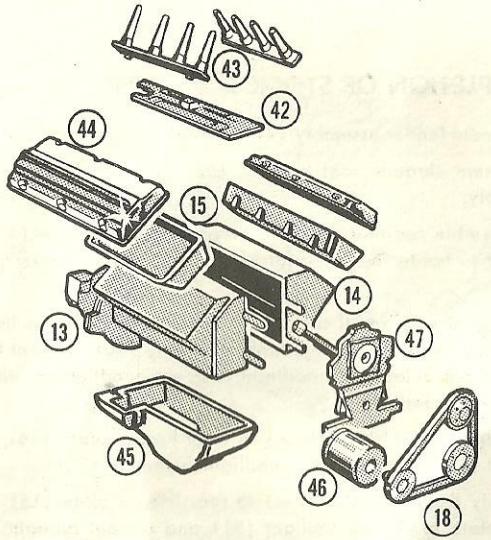
2 **ENGINE ASSEMBLY**

A. Cement right and left engine halves (K-13 & K-14) together.

B. Cement cylinder heads (K-15) and chrome oil pan (K-45) to engine block.

C. Cement chrome valley cover (K-42), chrome injectors (K-43), and chrome rocker arm covers (K-44) in place as shown.

D. Install chrome engine front cover (K-47). Cement chrome generator (K-46) to pin on fan belt assembly (K-18). Cement fan belt assembly to front of engine.



3 **CHASSIS ASSEMBLY**

A. Cement center crossmember (K-12) to frame (K-11) with flange facing forward.

B. Cement chrome headers (K-65—right, K-66—left) to engine and install engine in frame.

C. Cement chrome upper rear axle half (K-37) to chrome lower half (K-36). Install chrome rear backing plates (K-67).

D. Press a metal axle into a wheel assembly (with "slick"). Slip metal axle thru rear axle assembly and press on another wheel.

E. Cement rear axle assembly to frame. Pin on torque tube goes into rear of transmission, air bags into sockets at rear of frame.

F. Cement chrome rear shock absorbers (K-64) to frame and rear axle as shown. Cement chrome sway bar (K-62) to rear axle center section and top of left air bag socket.

G. Cement chrome upper suspension mount (K-54) to top of front frame crossmember.

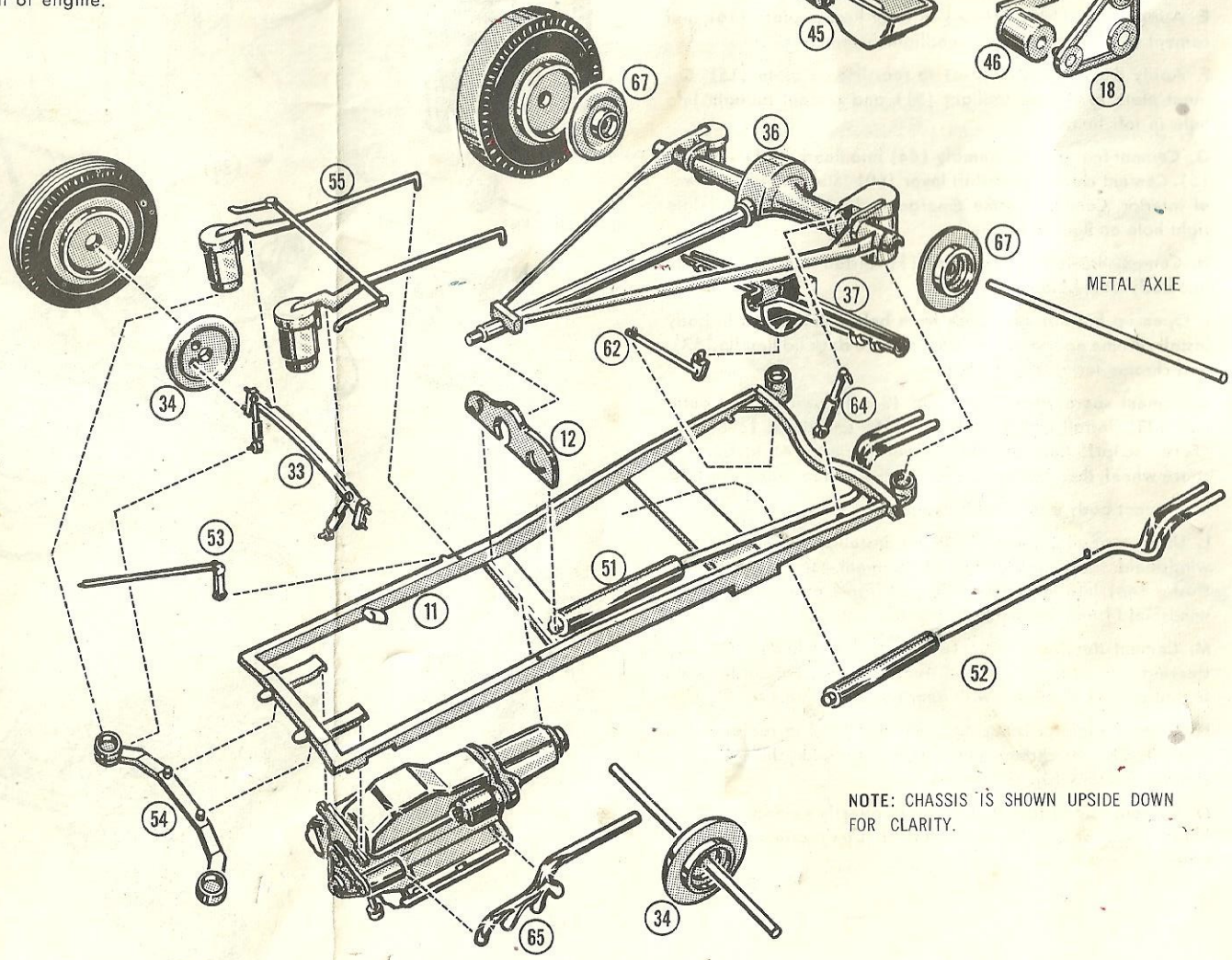
H. Cement chrome front axle assembly (K-33) to chrome front radius rod-air bag assembly (K-55).

I. Cement chrome front backing plates (K-34) to front axle. (Note: Groove in axle must align with large hole in backing plate. Press an assembled wheel onto a metal axle, insert metal axle thru front axle assembly and press on remaining wheel.

J. Install front axle assembly. Radius rods fit into holes in frame, air bags into upper suspension sockets, and shocks into receptacles atop upper suspension sockets.

K. Cement chrome drag link (K-53) to pin on left frame rail and hole in front axle.

L. Install chrome muffler-tailpipe assemblies (K-51—right, K-52—left) as shown. Align mufflers with header pipes at crossmember—pins on tailpipes fit into rear crossmember.



NOTE: CHASSIS IS SHOWN UPSIDE DOWN FOR CLARITY.

COMPLETION OF ALA KART

A. Apply decals to fender assembly (K-2) as shown on back of decal sheet. Cement fender assembly to frame.

B. Cement chrome lakes pipes (K-39 — right, K-38 — left) to fender assembly. Align inlet end of pipes with header pipes from engine.

C. Cement chrome foot pedals (K-49) into slots on interior (K-8) floorboard. Cement chrome gearshift lever (K-50) into hole in bottom of interior. Cement interior into body (K-1). Cement chrome firewall (K-32) to body.

D. Cement clear windshield into chrome windshield frame — instrument panel assembly (K-25). Cement assembly into body.

E. Cement body into location on chassis and fender assembly.

F. Cement steering wheel (K-21) to chrome steering column (K-31). Insert steering column thru bracket on instrument panel, holes in interior floorboard and firewall, and cement to steering gear box on inside of left frame rail.

G. Cement chrome taillight bezels (K-30) into openings in pickup box (K-5). Cement red taillights into holes in bezels. Cement chrome rear nerf bars (K-29) into taillight bezels.

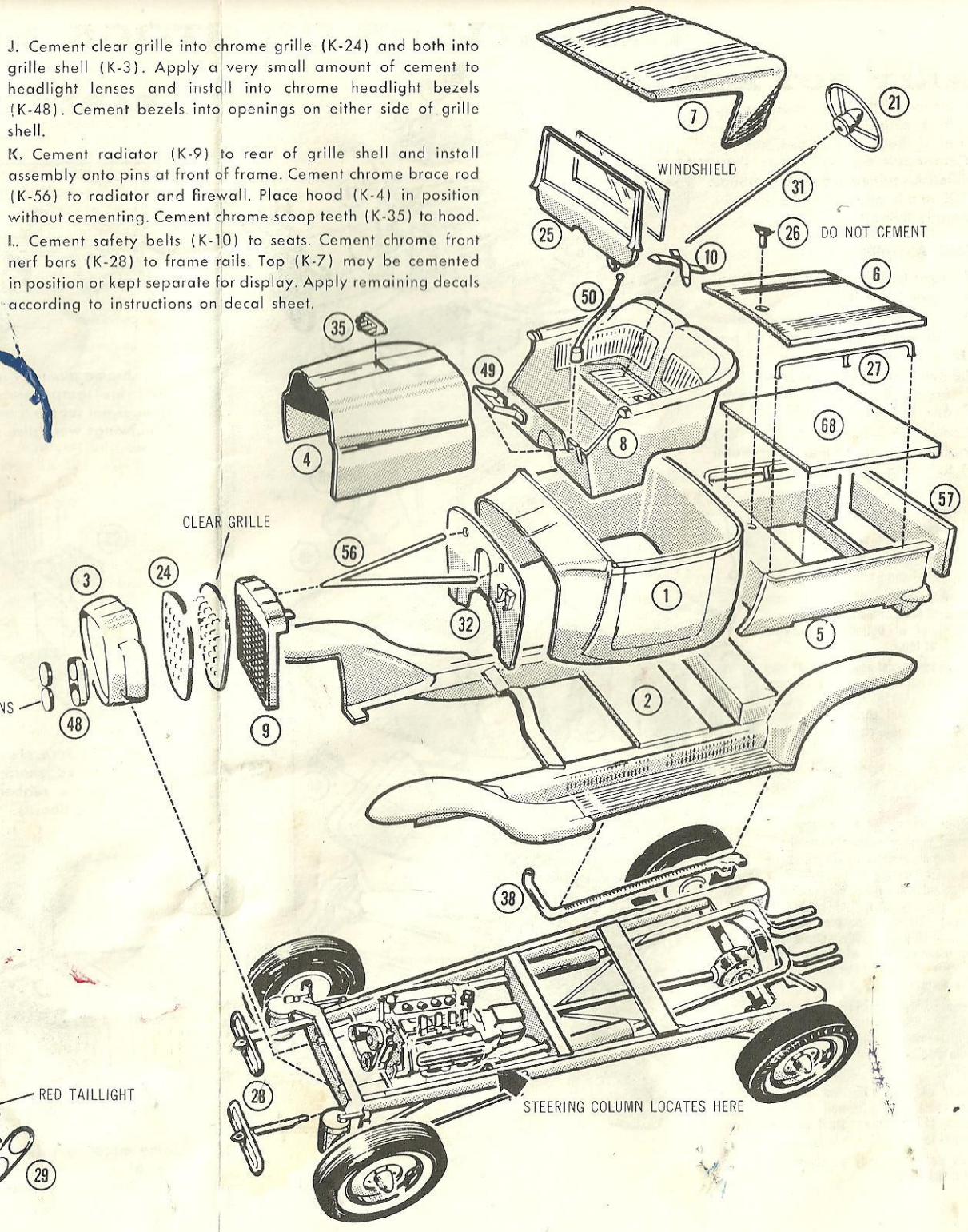
H. Install pickup box floor (K-68), followed by chrome tailgate (K-57). Apply decal (yellow Calif. license) to license plate (K-20) and cement license into housing.

I. Cement pickup box assembly onto fender assembly and install tonneau cover (K-6). Do not cement tonneau cover in place —secure by installing chrome fuel tank cap (K-26) thru hole in tonneau cover and into hole in pickup box. Cement chrome rails (K-27) to top of box sides.

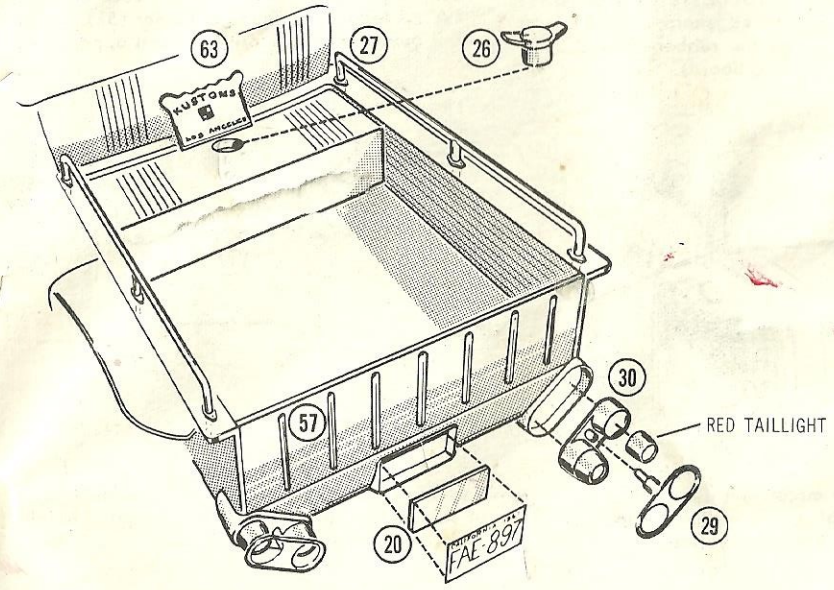
J. Cement clear grille into chrome grille (K-24) and both into grille shell (K-3). Apply a very small amount of cement to headlight lenses and install into chrome headlight bezels (K-48). Cement bezels into openings on either side of grille shell.

K. Cement radiator (K-9) to rear of grille shell and install assembly onto pins at front of frame. Cement chrome brace rod (K-56) to radiator and firewall. Place hood (K-4) in position without cementing. Cement chrome scoop teeth (K-35) to hood.

L. Cement safety belts (K-10) to seats. Cement chrome front nerf bars (K-28) to frame rails. Top (K-7) may be cemented in position or kept separate for display. Apply remaining decals according to instructions on decal sheet.



CEMENT CHROME PLAQUE (K-63) WHERE DESIRED.



VARIATIONS ON STOCK ROADSTER

EARLY HOT ROD

This version of the stock roadster represents a stripped-down, souped-up hot rod of the early 'Thirties. Running on California's dry lakes beds, these modified A's turned top speeds around the 100 m.p.h. mark which, back then, was really flying.

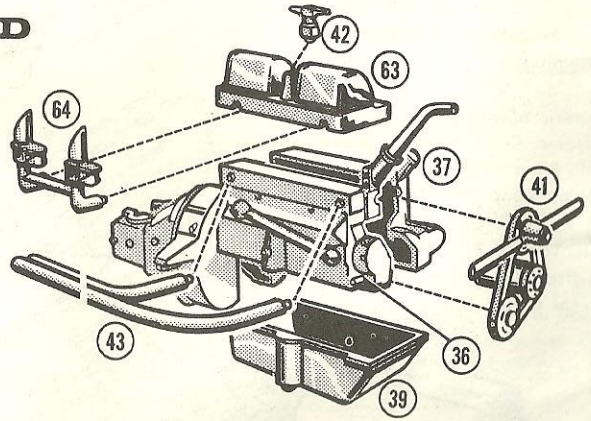
ENGINE ASSEMBLY

A. Cement together right and left engine halves (36 & 37).

B. Install chrome overhead-valve Riley cylinder head (63) and oil pan (39).

C. Cement racing exhaust pipes (43) and chrome dual-carb intake manifold (64) to engine.

D. Cement fan—belt—generator (41) to front of engine. Cement distributor (42) to racing head.



A. Install racing engine in frame. See page 2 for wheel and chassis assembly. Assemble chassis as shown, but leave off parts 21, 35, 53 and 54.

B. Assemble radiator (8) and chrome radiator shell (45). Cement to front frame cross member at bottom and engine water hose at top.

C. Cement foot pedal assembly (44) into floorboard of interior (5). Cement chrome gearshift lever (60) into left hole on floor of interior. Cement chrome emergency brake lever (61) into right hole on floor of interior.

D. Cement firewall (3) to body (1). Install interior assembly into body from below. Install chrome door handles (56).

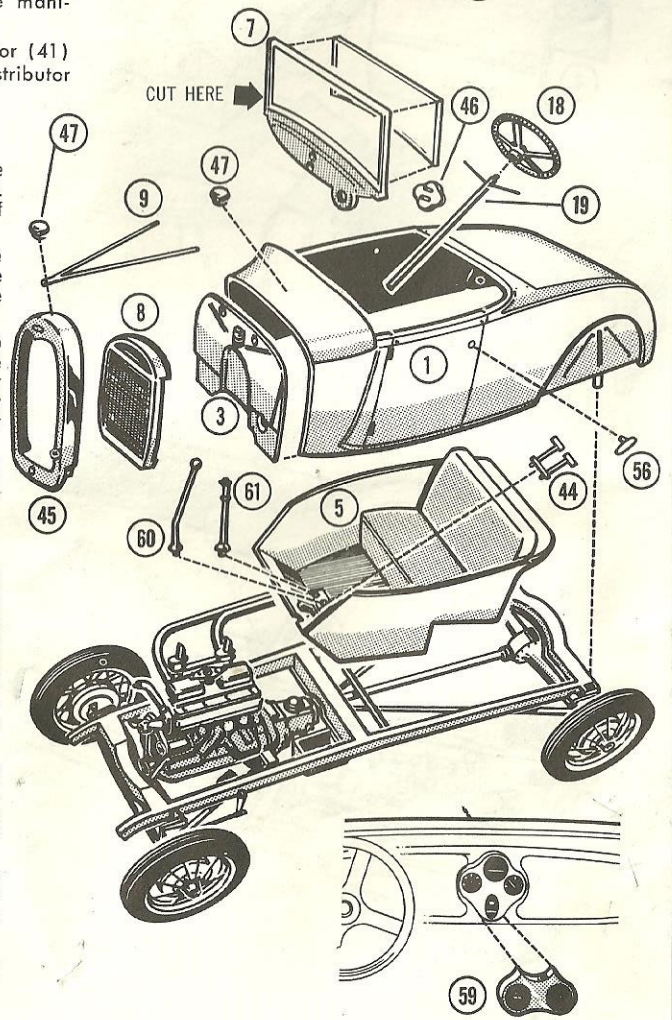
E. Cement body to frame.

F. Cement clear windshield into windshield frame assembly (7). Cement chrome instrument cluster (46) into holes in windshield frame assembly. Cement chrome auxiliary instruments (59) to instrument cluster. Cement windshield frame assembly to body. (Note: If desired, leave out glass and chop windshield posts off just above body for a racier appearance).

G. Cement steering wheel (18) to steering column (19). Slip steering column thru hole in instrument panel, hole in firewall, and align end of column with gear box on frame.

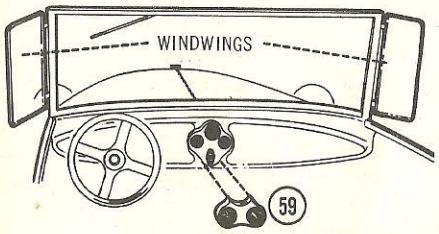
H. Cement radiator brace rod (9) into holes in radiator and firewall. Cement chrome cap (47) to radiator shell. Cement chrome gas tank cap (47) to body.

I. Apply decals to body as shown on back of decal sheet.

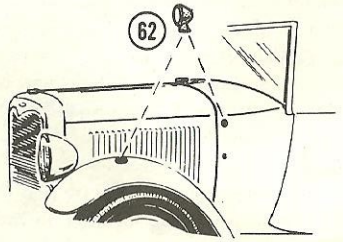


EARLY CUSTOM

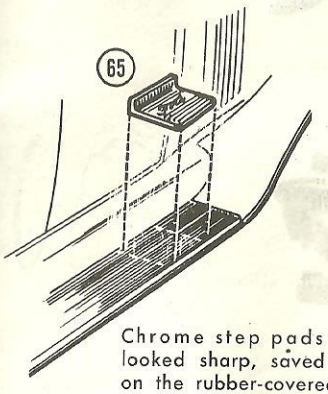
The accessories shown below are some of the most popular which were sold to "glamorize" the Model A. Unlike many of today's "dress-up" goodies, these items were functional as well as shiny. Build the stock roadster as shown on pages 2 & 3, leaving off parts 13 and 48.



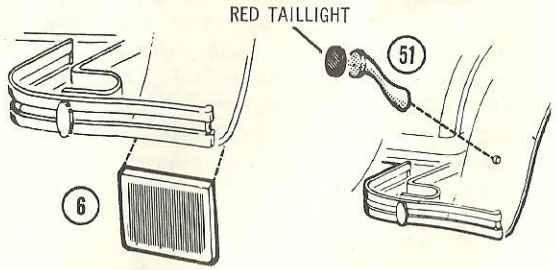
The chrome auxiliary instrument panel (59) contains temperature and oil pressure gauges not supplied as standard equipment. Windwings were also a popular item.



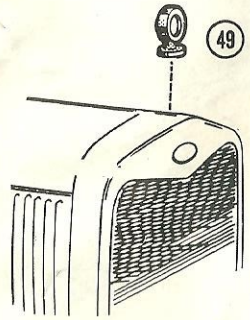
Parking lights (62), mounted either on cowl or fenders, were an extra-cost accessory on the roadster.



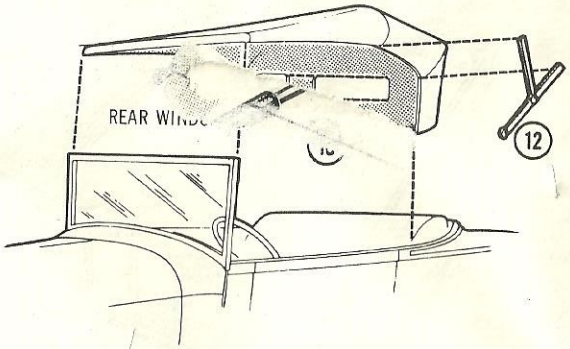
Chrome step pads (65) looked sharp, saved wear on the rubber-covered running boards.



Mudflaps (6) were a practical accessory with the semi-exposed wheels and short back end of the "A". A taillight for the right fender (51) was extra but gave the car a more balanced appearance.



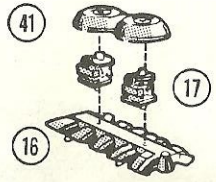
Chrome motometer (49) takes place of stock radiator cap, shows water temperature.



Erected top (10) may be used on model in place of folded top. Install braces (11—right, 12—left) and clear rear window as shown.

VARIATIONS ON ALA KART

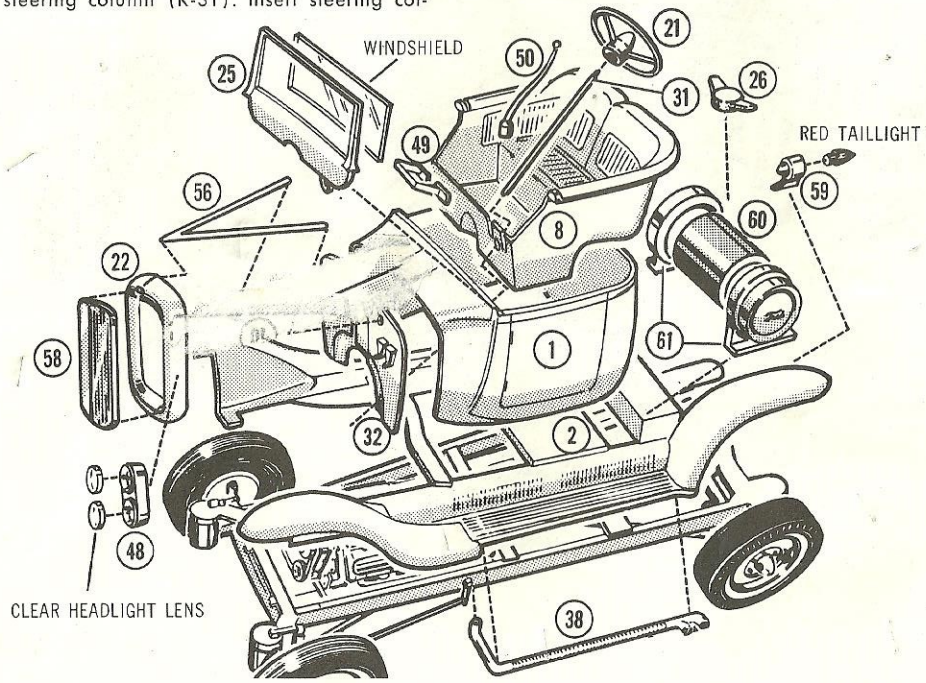
street rod



While utilizing many of the Ala Kart components, this "street rod" version has a distinct personality of its own. The engine is detuned slightly to adapt it better to everyday driving, yet is potent enough to do battle at the drag strip.

Assemble the engine as shown on page 4, with the exception of the valley cover and fuel injectors. Intake manifold (K-16) is cemented atop the engine block, with the two 4-barrel carburetors (K-17) cemented to manifold. Chrome air cleaners (K-41) sit atop the carbs.

A. Assemble wheels as described on page 4.
B. Assemble chassis as described on page 4, with the following exception: before installing muffler-tailpipe assemblies (K-51 & K-52), trim off tailpipe just back of rear mounting pin.
C. Cement fender assembly (K-2) to frame. Cement chrome lakes pipes (K-39 — right, K-38 — left) to fender assembly. Align inlet end of pipes with engine header pipes.
D. Cement chrome foot pedals (K-49) into slots on interior (K-8) floorboard. Cement chrome gearshift lever (K-50) into hole in bottom of interior. Cement interior into body (K-1).
E. Cement clear windshield into chrome windshield frame-instrument panel (K-25). Cement assembly into body. Cement chrome firewall (K-32) to body.
F. Cement body to chassis and fender assembly.
G. Cement steering wheel (K-21) to chrome steering column (K-31). Insert steering column thru bracket on instrument panel, holes in floorboard and firewall, and cement column to gear box on inside of left frame rail.
H. Assemble fuel tank by cementing chrome end sections (K-61) to center section (K-60). Install fuel tank atop fender assembly, behind body. Trim pin from chrome gas tank cap (K-26) and cement cap to center of tank.
I. Cement red "bullet" taillights into chrome custom taillight housings (K-59) and install atop fender assembly rails (just inside rear fenders). Cement chrome plaque (K-63) to rear crossmember.
J. Cement chrome '32 Ford grille (K-58) into '32 radiator shell (K-22). Using a very small amount of cement, install clear headlight lenses into chrome headlight bezels (K-48). Cement headlight assemblies to sides of radiator shell. Install radiator shell on mounting pins at front of chassis. Cement chrome brace rod (K-56) to radiator and firewall.



competition rod

Designed strictly for drag strip use, this little bomb utilizes Ala Kart chassis but is stripped of all non-essentials to keep weight to a minimum. No radiator is needed, since the water in the engine block is sufficient for the short runs made. All lights and fenders are left off, as the car will not be driven on the street.

A. Assemble engine and wheels as shown on page 4.

B. Chassis assembly is the same as shown on page 4, except that muffler-tailpipe assemblies (K-51 & K-52) are omitted.

C. With a sharp-pointed knife, open up the two holes in interior (K-8) seat backs from beneath. Cement chrome foot pedals (K-49) into slots on interior floorboard. Cement chrome gearshift lever (K-50) into hole in bottom of interior. Cement interior into body (K-1).

D. Cement clear windshield into chrome windshield frame-instrument panel assembly (K-25). Cement assembly into body. If you desire, windshield frame may be trimmed off where shown.

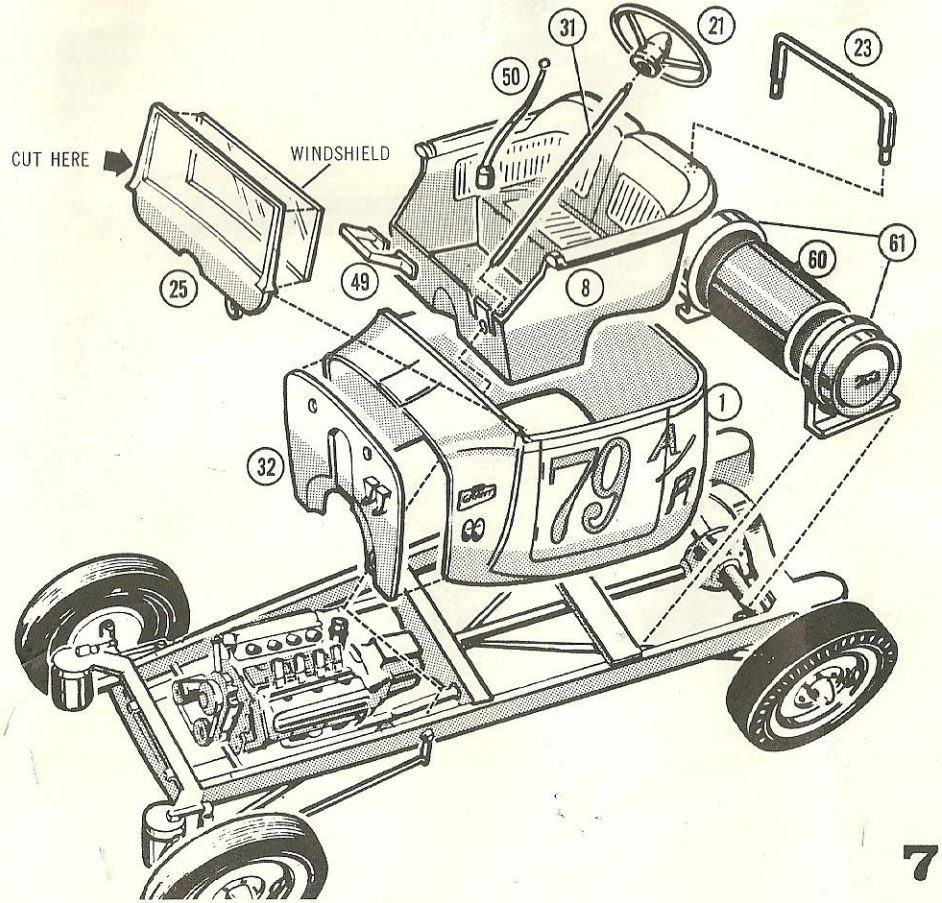
E. Cement chrome firewall (K-32) to body.

F. Cement body into location on chassis.

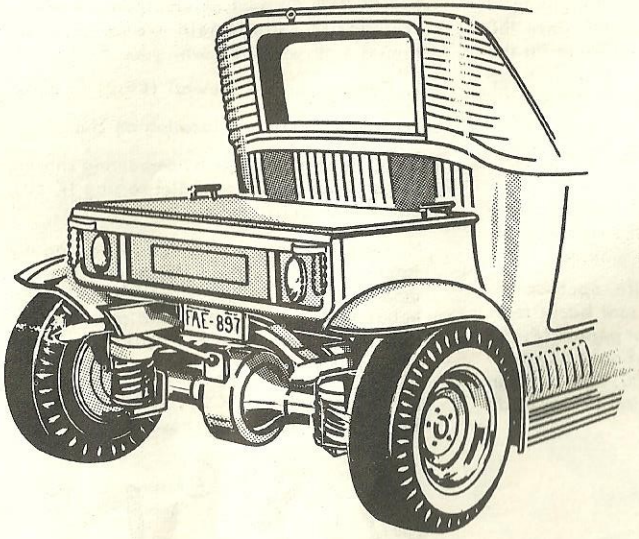
G. Assemble fuel tank by cementing chrome end sections (K-61) to center section (K-60). Install fuel tank to frame.

H. Cement steering wheel (K-21) to chrome steering column (K-31). Insert steering column thru bracket on instrument panel, holes in floorboard and firewall, and cement steering column to steering gear box on inside of left frame rail.

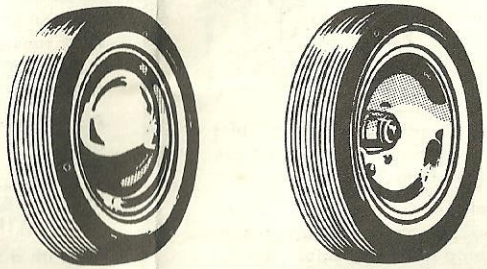
I. Cement roll bar (K-23) into holes in seat back. Apply decals as shown on body.



Part-Swapping Tips



Pickup box from the '25 T kit adapts easily to Ala Kart frame. Chromed, reversed rim wheels from '32 coupe.

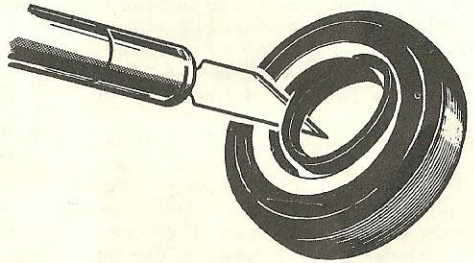


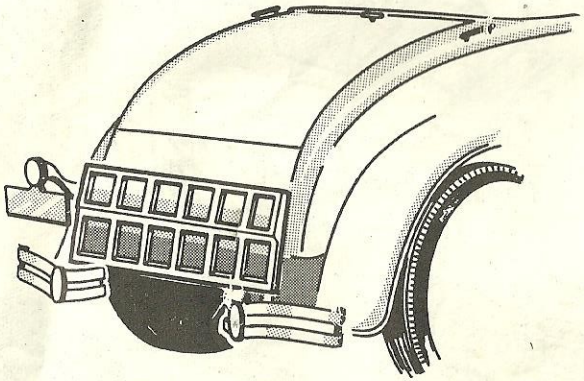
Two wheel setups which look good on a semi-stock A roadster: the '36 Ford wheel with custom cap, and "mag" wheels from Dragster kit.

Larger or smaller tires can be adapted to Ala Kart wheels—Either AMT standard or compact tires follow same procedure:

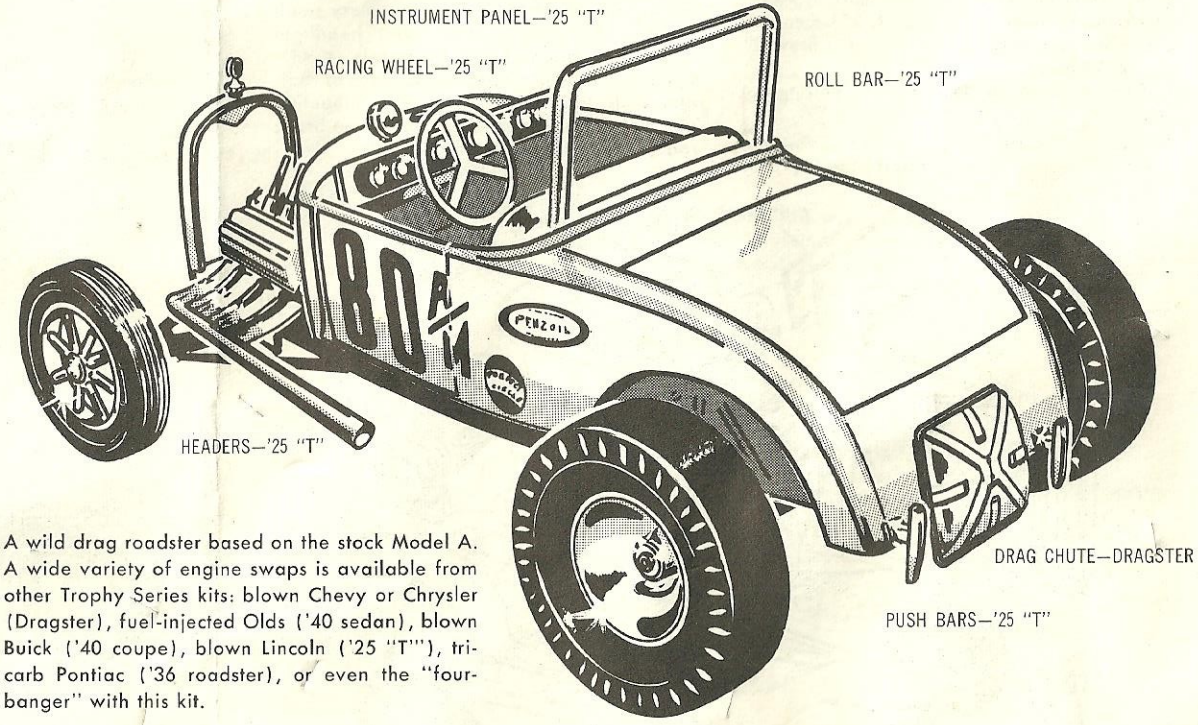
1. Trim out inner ring of tire as shown below.
2. Insert inner wheel half in tire, then outside wheel half.

NOTE: A tight-fitting tire will slip on more easily if warmed in running water.





Luggage rack from '32 coupe adds a sporty touch to the stock A roadster and cleans up rear appearance.



A wild drag roadster based on the stock Model A. A wide variety of engine swaps is available from other Trophy Series kits: blown Chevy or Chrysler (Dragster), fuel-injected Olds ('40 sedan), blown Buick ('40 coupe), blown Lincoln ('25 "T"), tri-carb Pontiac ('36 roadster), or even the "four-banger" with this kit.

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