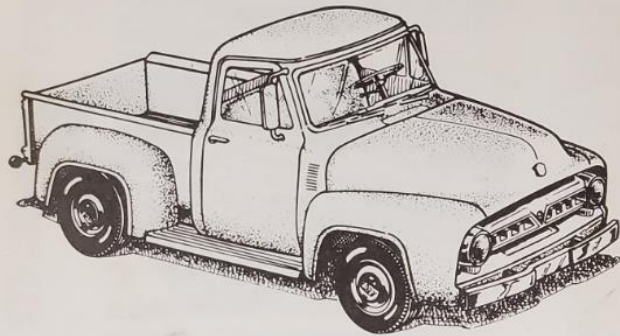
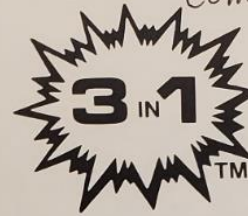


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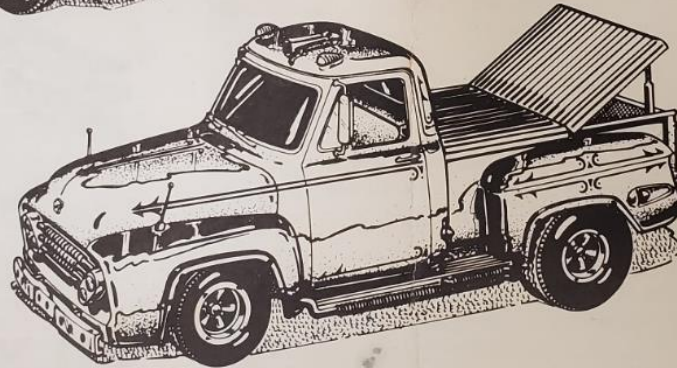
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'53 FORD PICK UP

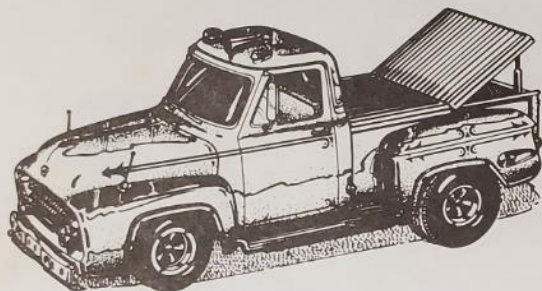
ASSEMBLY INSTRUCTION MANUAL



Ray Green



'53 FORD PICK UP



In 1953, Ford celebrated its 50th Anniversary. The company chose this year to introduce its biggest change in the truck line in almost 20 years.

Marketed as Ford Economy Trucks, the '53's were the culmination of a 4 year development costing over \$30 million 1953 dollars. The '53's were the first results of Ford's new corporate management team and incorporated major design and assembly changes.

The styling of the new Ford pickups were a substantial improvement over the previous models and featured what Ford called a "Driverized" cab. The cab was developed with the aid of plastic scale models and featured a wrap-around windshield with 55% more glass area than the previous model. Also incorporated into the new cab were "Arm rest height" side windows and a 4 foot wide rear window. The hood nested between the new front fenders and you could tell the Deluxe model by the little row of teeth in the grille and other additional chrome trim items. Even the tailgate was new with the now familiar Ford block letters replacing the previous Ford script embossed into the sheetmetal.

Although the drivetrain retained the same V-8 and six cylinder engines from the previous line of trucks, an automatic transmission was available in the F-100 for the first time as was the use of synchronizers in all manual transmissions, a welcome improvement over the gear-crunchers of the past.

The '53 Ford pickups were an immediate success and have proved to be a now-classic design. The sculpted rounded form inspired many a customizer and the addition of rolled front pans, custom grilles and even rear fenders from a Chevy pickup became very popular. The engine bay also received attention as hot rodders soon figured out that a big overhead valve V-8 could be fitted without too much of a problem.

Customized for show, hopped up for go or lovingly restored, the '53 Ford pickup is still a favorite with America's car crazy public and has indeed proved to be an American classic.

'53 Ford Pickup Specifications

MODEL:	F-100 Deluxe
WHEEL BASE:	110 inches
MAXIMUM GVW:	4,880 lbs.
BOX LENGTH:	6 1/2 feet
CONSTRUCTION:	Cab, welded & bolted. Box bolted.
ENGINES:	Six (not in kit) OHV 215 cubic inches V8 L-Head (Flat head) 239 cubic inches
TRANSMISSION:	3 speed manual all syncromesh standard fordomatic automatic transmission opt. Warner gear overdrive opt.

Please read through the instructions before building your kit. Get a general feel for the assembly sequence and compare the kit parts with the illustrations.

Note that the kit is assembled by building up sub-assemblies which are then put together to form the final assembly. This will allow cement and paint to dry on one assembly while you work on the next assembly.

We recommend that you test fit parts together before applying cement to check for fit and actual location.

Always trim the parts off the trees with a sharp hobby knife. Pulling them off by hand will result in either an extra bit of plastic or hole on part. Also a little trimming or filing will often make a good fit a perfect fit.

When assembling plated parts you should carefully scrape off the contact areas of the plated parts for a good bond, this also holds true for painted parts, plastic cement cannot go "through" paint or plating. Be careful not to get cement on plated and painted surfaces other than the glue surface as it will discolor these surfaces. We recommend using paint and cement specifically labeled for styrene plastic.

Be sure to read all labels and warnings on cement and paint containers. These products should only be used in well ventilated areas.

Additional Building Tips

For the best possible finish you should paint your model, even though it is molded in color. Paint will also make the decals look better as they stick better to a painted surface.

For the most authentic looking scale model we recommend that you **always use good tools** such as a good hobby knife with a sharp blade, jewelers or hobby files, a good artists brush (00 size), small tweezers and clamps to hold small parts.

In examining your parts you will note that all parts have a small line around them. This results from where the mold halves meet during the molding process and is called the parting line. The body will have several parting lines around it. To prepare your non-plated parts for painting remove the parting line by using the edge of your hobby knife or small file. After cementing parts together the glue joint can be removed the same way but be sure the cement is dry first.

Sanding larger parts with fine (600 Emery) sandpaper will prepare the surface for painting by providing a "tooth" on the surface to hold the paint. This will also help to blend contours, especially on the body.

Be sure to wash your parts before painting. This removes the mold release agents that may be used in manufacturing, oil from your fingers and sanding residue. Use a mild solution of dishwashing detergent and water, rinse with lukewarm water and air dry.

A primer paint can be used to paint all parts before using a color paint. When using spray paint **apply several light coats**, allowing drying time between coats. This will give you an even finish and eliminate peeling and drips which result from trying to paint one heavy coat. Paint the various sub-assemblies as a unit such as engine with all non-plated parts assembled. Hand paint final details such as instrument faces, fan belts, seat belts, etc. after painting your base color.

If you are painting a two tone paint scheme, paint the lighter color first, let it dry thoroughly, then mask with a frosted clear tape for your second color.

It is useful to paint all the window moldings before cementing windows into body. Chrome trim marker lights and other detailing may be painted after final assembly to avoid excessive handling and potential smearing of these details.

It is a good idea to test-fit the body over the completed chassis before painting the body. This will give you an idea on cementing locations, possible fit problems and how to handle the body to avoid harming finish during final assembly.

To give the body an automotive luster it should be painted with several light color coats followed by a final gloss coat. (Be sure to let paint dry thoroughly between coats.) The final gloss coat of paint may be rubbed out (after it has dried for several days) by using a soft automotive paste wax (just a little) and a very soft rag to apply it. An alternative method is to use a coat of "clear" paint over the final color coat to add sheen and luster to your model.

As you gain experience you may wish to incorporate your own details such as engine wiring, brake cables, actual paint schemes and other extra items. We recommend you acquire brochures, magazine articles, actual photos, etc. to make your kit a more individualized scale model of the real thing. Which is all a part of the fascinating hobby of scale kit building.



Use a good sharp model knife to trim and detach plastic parts. Some parts will appear to have extra "tabs" on them — cut these off.



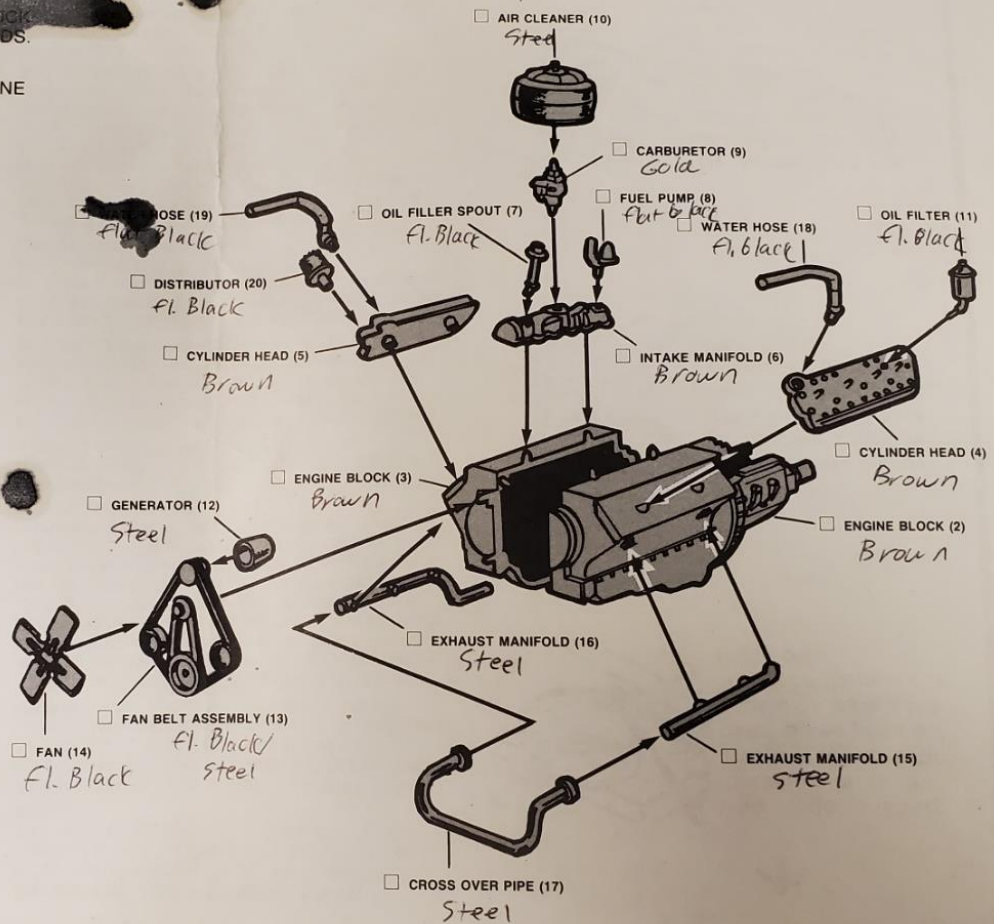
Tweezers are handy for holding very tiny parts when you glue them in place or when you are painting them.



We recommend the use of liquid poly styrene cement. Apply with a fine brush and toothpick. Do not use too much glue — a sloppy job will result.

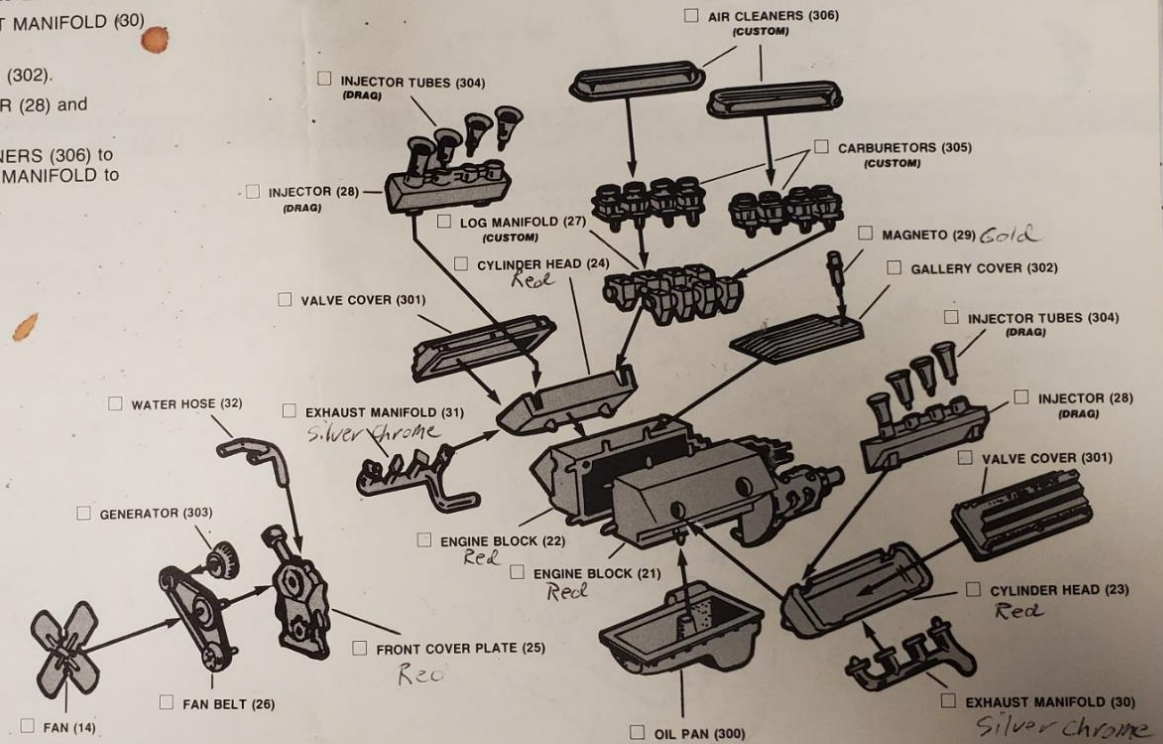
Engine Assembly Stock

- Cement ENGINE BLOCKS (2) and (3) together
- Cement CYLINDER HEADS (4), (5) and INTAKE MANIFOLD (6) to ENGINE BLOCK.
- Cement EXHAUST MANIFOLDS (15) and (16) to ENGINE BLOCK then cement CROSS OVER PIPE (17) to EXHAUST MANIFOLDS.
- Cement FAN (14), and GENERATOR (12) to FAN BELT ASSEMBLY (13) then cement FAN BELT ASSEMBLY to ENGINE BLOCK.
- Cement OIL FILER SPOUT (7), CARBURETOR (9) and FUEL PUMP (8) to INTAKE MANIFOLD.
- Cement DISTRIBUTOR (20), OIL FILTER (11) and WATER HOSES (18), (19) to CYLINDER HEADS.
- Cement AIR CLEANER (10) to CARBURETOR.



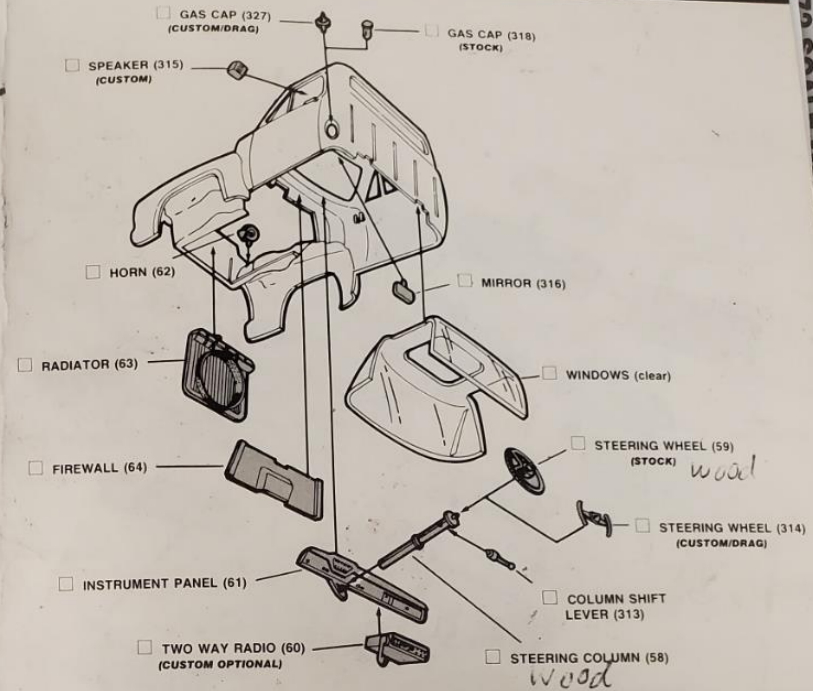
Engine Assembly Custom/Drag

- Cement ENGINE BLOCKS (21) and (22) together.
- Cement FAN (14) and GENERATOR (303) to FAN BELT (26) then cement FAN BELT and WATER HOSE (32) to FRONT COVER PLATE (25).
- Cement OIL PAN (300), GALLERY COVER (302), FRONT COVER PLATE and CYLINDER HEADS (23) and (24) to ENGINE BLOCK.
- Cement VALVE COVERS (301) and EXHAUST MANIFOLD (30) and (31) to CYLINDER HEADS.
- Cement MAGNETO (29) to GALLERY COVER (302).
- Cement INJECTOR TUBES (304) to INJECTOR (28) and INJECTOR to CYLINDER HEADS. *(Drag)*
- Cement LOG MANIFOLD (27) and AIR CLEANERS (306) to CARBURETORS (305) and then cement LOG MANIFOLD to CYLINDER HEADS. *(Custom)*



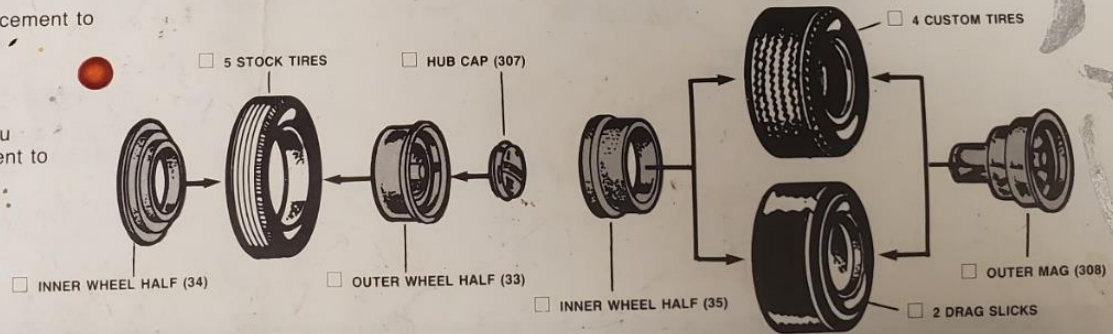
Cab Assembly Stock/Custom/Drag

- Cement WINDOW into CAB.
- Cement SPEAKER (315) and MIRROR (316) into CAB.
- Cement COLUMN SHIFT LEVER (313) (Stock) and STEERING WHEEL (59) (Stock) or STEERING WHEEL (314) (Custom/Drag) to STEERING COLUMN (58) then cement STEERING COLUMN to INSTRUMENT PANEL (61).
- Cement TWO WAY RADIO (60) to INSTRUMENT PANEL (Optional).
- Cement HORN (62), RADIATOR (63), FIREWALL (64), INSTRUMENT PANEL and GAS CAP (318) (Stock) or (327) (Custom/Drag) to CAB as shown.



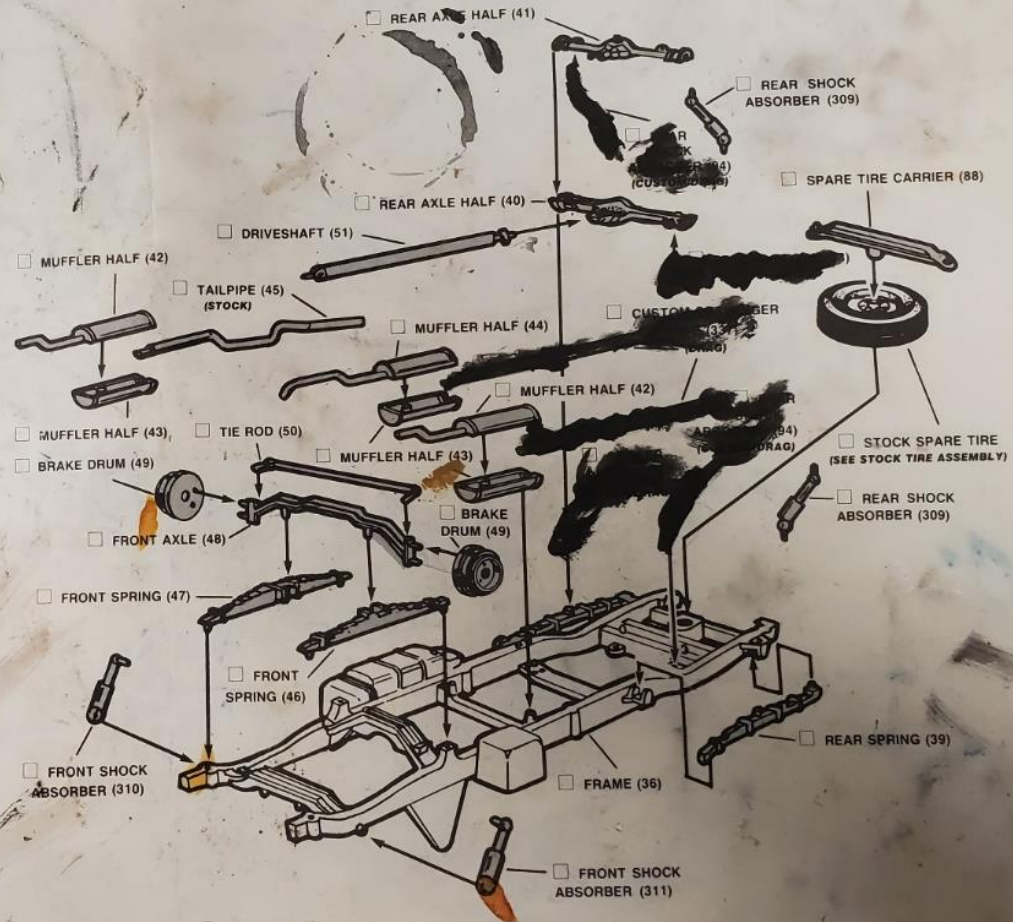
Tire Assembly Stock/Custom/Drag

- Insert OUTER WHEEL HALVES (33) through TIRE and cement to WHEEL INNER HALF (34).
- Cement HUB CAP (307) to OUTER WHEEL HALF.
- Insert OUTER AMERICAN MAG WHEEL HALF (308) thru CUSTOM WIDE TIRES or REAR DRAG TIRE then cement to INNER WHEEL HALF (35).



Chassis Assembly Stock/Custom/Drag

- Cement FRONT SPRINGS (46), (47) and REAR SPRINGS (39) to FRAME (36).
- Cement REAR AXLE HALVES (41) and (40) together.
- Cement MUFFLER HALVES (42) and (43) together then cement TAILPIPE (45) to MUFFLER HALVES. **(Stock)**
- Cement MUFFLER/TAILOPIPE to CHASSIS. **(Stock)**
- Cement MUFFLER HALVES (44), (43), and (42), (43) together then cement CUSTOM SCAVENGER PIPES (337) to MUFFLERS. **(Drag)**
- Cement MUFFLER/SCAVENGER PIPES (337) to CHASSIS **(Drag)**.
- Cement REAR SHOCK ABSORBERS (309) to CHASSIS then cement REAR AXLE to REAR SHOCK ABSORBERS and REAR SPRINGS. **(Stock)**
- Cement REAR SHOCK ABSORBERS (94) to CHASSIS then cement SPACER BLOCKS (93) to SPRINGS. **(Custom/Drag)**
- Cement REAR AXLE to SPACER BLOCKS and REAR SHOCK ABSORBERS. **(Custom/Drag)**
- Cement SPARE TIRE CARRIER (88) to SPARE TIRE and cement SPARE TIRE to CHASSIS. **(Stock)**
- Cement FRONT BRAKE DRUMS (49) and TIE ROD (50) to FRONT AXLE (48).
- Cement FRONT AXLE to FRONT SPRINGS then cement FRONT SHOCK ABSORBERS (310) and (311) to SPRINGS and CHASSIS.
- Cement DRIVE SHAFT (51) to REAR AXLE and ENGINE **(See next assembly)**.

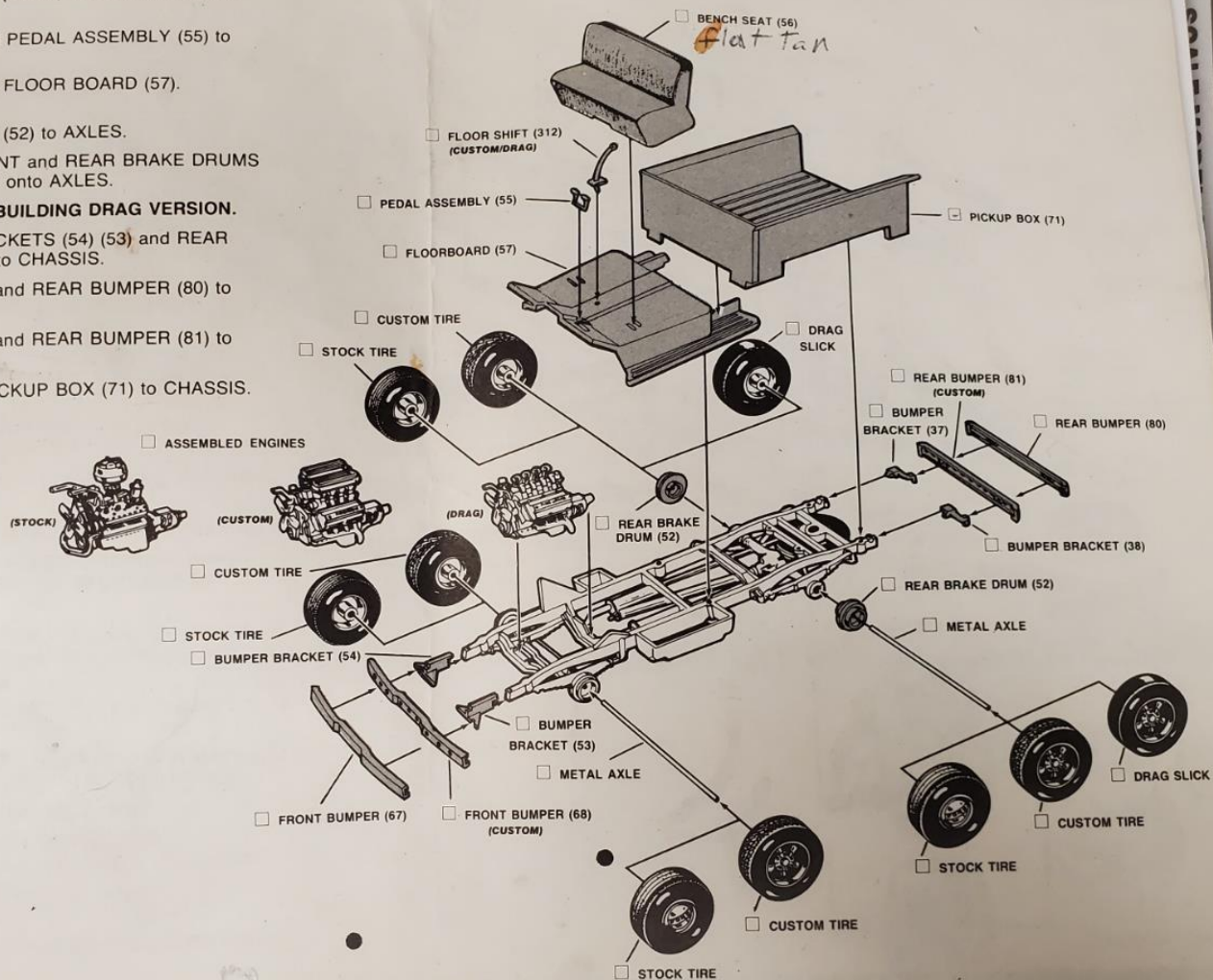


Final Chassis Assembly Stock/Custom/Drag

- Cement ASSEMBLED ENGINE (*Stock, Custom or Drag*) to CHASSIS and DRIVE SHAFT.
- Cement BENCH SEAT (56) and PEDAL ASSEMBLY (55) to FLOOR BOARD (57).
- Cement FLOOR SHIFT (312) to FLOOR BOARD (57). (*Custom/Drag*)
- Cement REAR BRAKE DRUMS (52) to AXLES.
- Insert METAL AXLES thru FRONT and REAR BRAKE DRUMS then press assembled WHEELS onto AXLES.

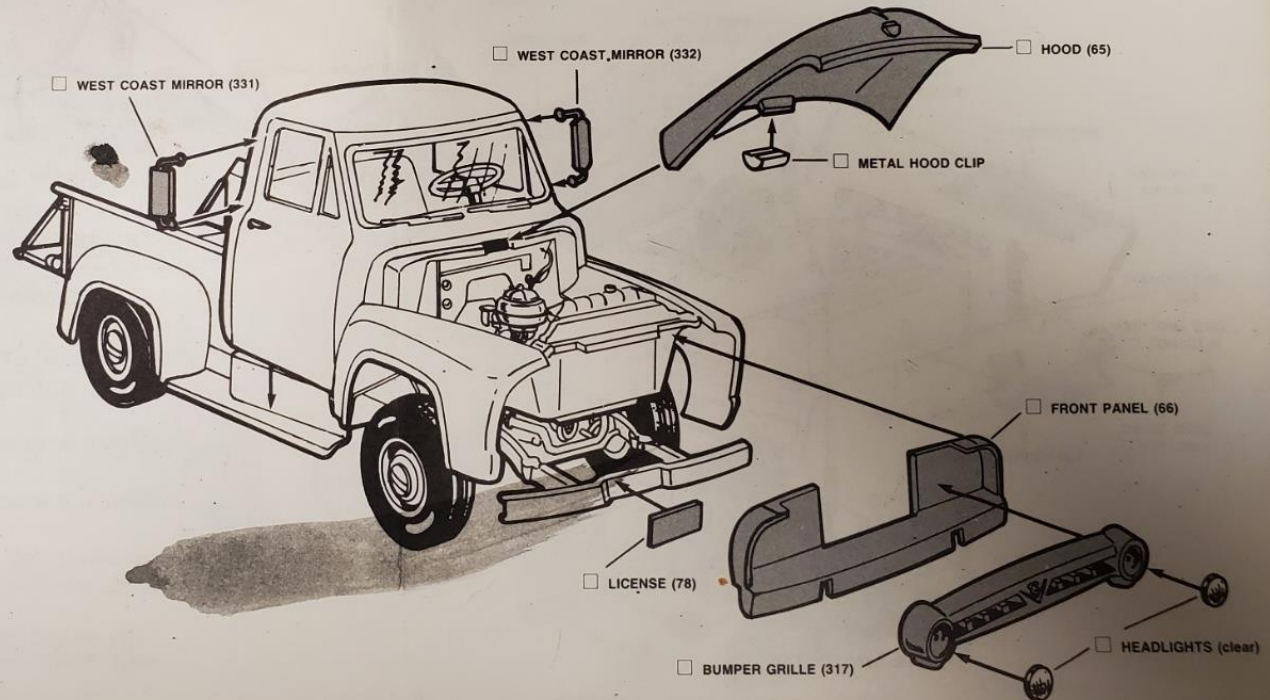
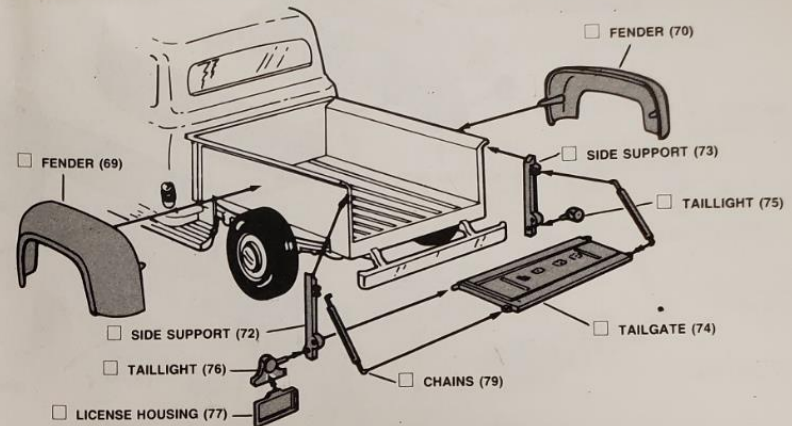
SKIP NEXT THREE STEPS IF BUILDING DRAG VERSION.

- Cement FRONT BUMPER BRACKETS (54) (53) and REAR BUMPER BRACKETS (37) (38) to CHASSIS.
- Cement FRONT BUMPER (67) and REAR BUMPER (80) to BRACKETS. (*Stock only*)
- Cement FRONT BUMPER (68) and REAR BUMPER (81) to BRACKETS. (*Custom only*)
- Cement BOARD and PICKUP BOX (71) to CHASSIS.



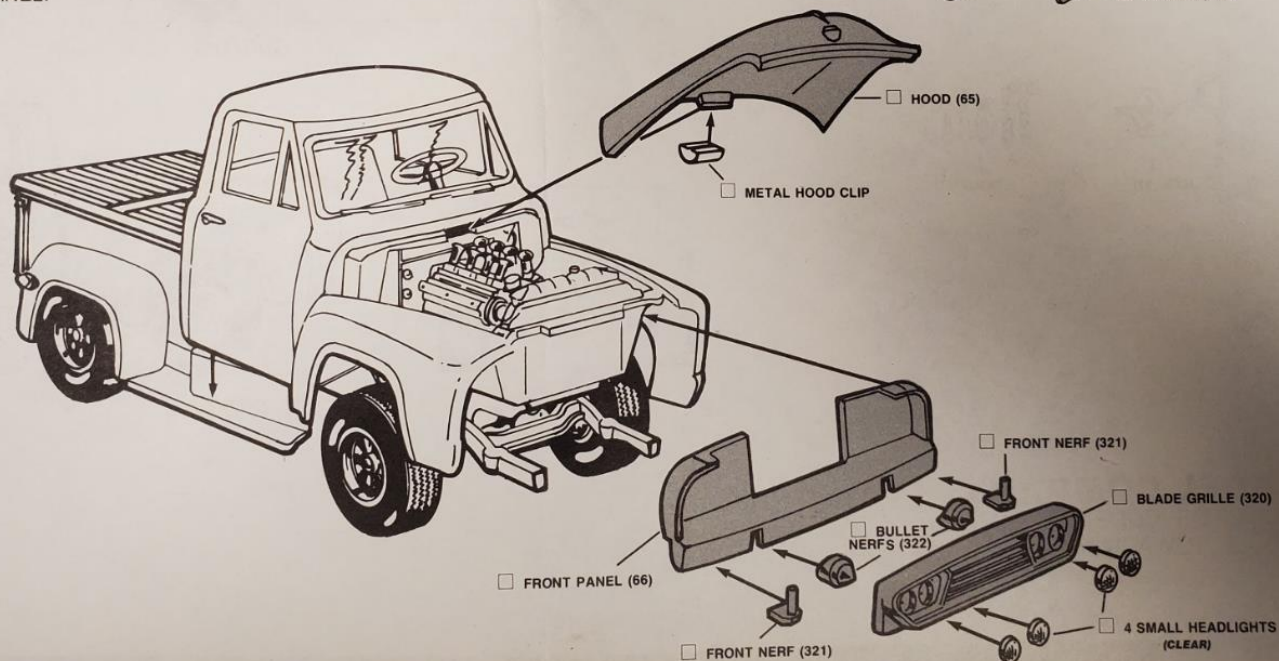
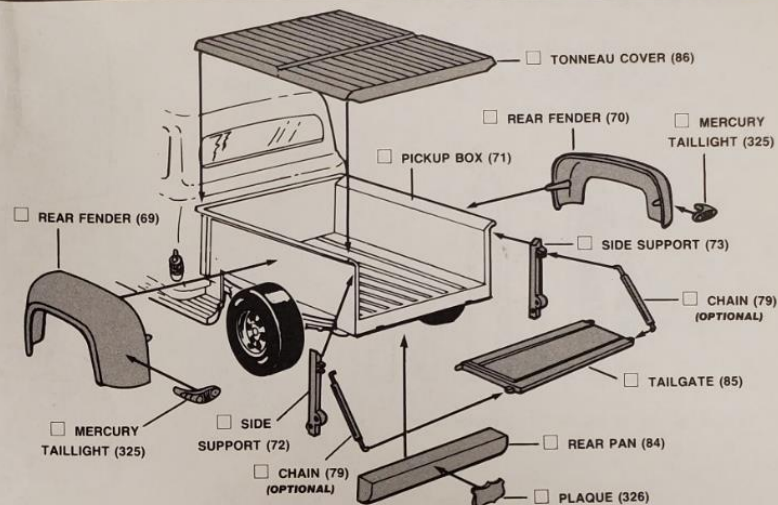
Final Assembly Stock

- ☐ Cement FENDER (69) and (70) to PICKUP BOX.
- ☐ Cement SIDE SUPPORTS (72) and (73) to PICKUP BOX trapping TAILGATE (74) (**Do not cement tailgate.**)
- ☐ Cement LICENSE HOUSING (77) to TAILLIGHT (76) then cement TAILLIGHT (76) and (75) to SIDE SUPPORT.
- ☐ Cement CHAINS (79) to SIDE SUPPORTS and TAILGATE. (**Optional**)
- ☐ Press METAL HOOD CLIP onto rib on HOOD (65) and BODY (**Do not cement hood.**)
- ☐ Cement HEADLIGHTS to GRILLE (317) then cement to FRONT PANEL (66).
- ☐ Cement FRONT PANEL to CAB.
- ☐ Cement CAB onto CHASSIS then cement WEST COAST MIRRORS (331) and (332) to CAB. (**Optional**)



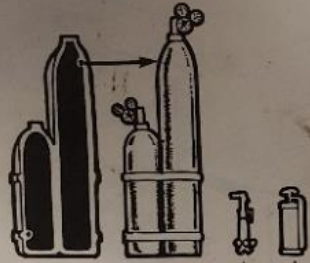
Final Assembly Drag

- Cement TONNEAU COVER (86) and FENDERS (69) (70) to PICKUP BOX.
- Cement MERCURY TAILLIGHT (325) to FENDERS.
- Cement SIDE SUPPORTS (72) (73) to PICKUP BOX trapping TAILGATE (*Do not cement tailgate*).
- Cement CHAINS (79) (*Optional*) to SIDE SUPPORTS and TAILGATE.
- Cement REAR PAN (84) to PICKUP BOX then cement PLAQUE (326) to PAN. (*Optional*)
- Press METAL HOOD CLIP onto rib on HOOD (65) and BODY (*Do not cement hood*).
- Cement SMALL HEADLIGHTS to BLADE GRILLE (320).
- Cement BLADE GRILLE to FRONT PANEL (66) then cement FRONT PANEL to CAB.
- Cement CAB to CHASSIS.
- Cement FRONT NERFS (321) or BULLET NERFS (322) (*Optional*) to FRONT PANEL.

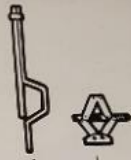


Service Accessories

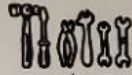
- Cement ACETYLENE TANK HALVES (89) and (90) together.
- Place ACCESSORIES loose in PICKUP BOX (*Optional*).



GAS TANKS (89) (90) TORCH (338) FIRE EXTINGUISHER (91)



JACK (91)



TOOLS (91)



CUSTOM



DRAG

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PRINTED IN THE U.S.A.
 FORM NO. 099-0601