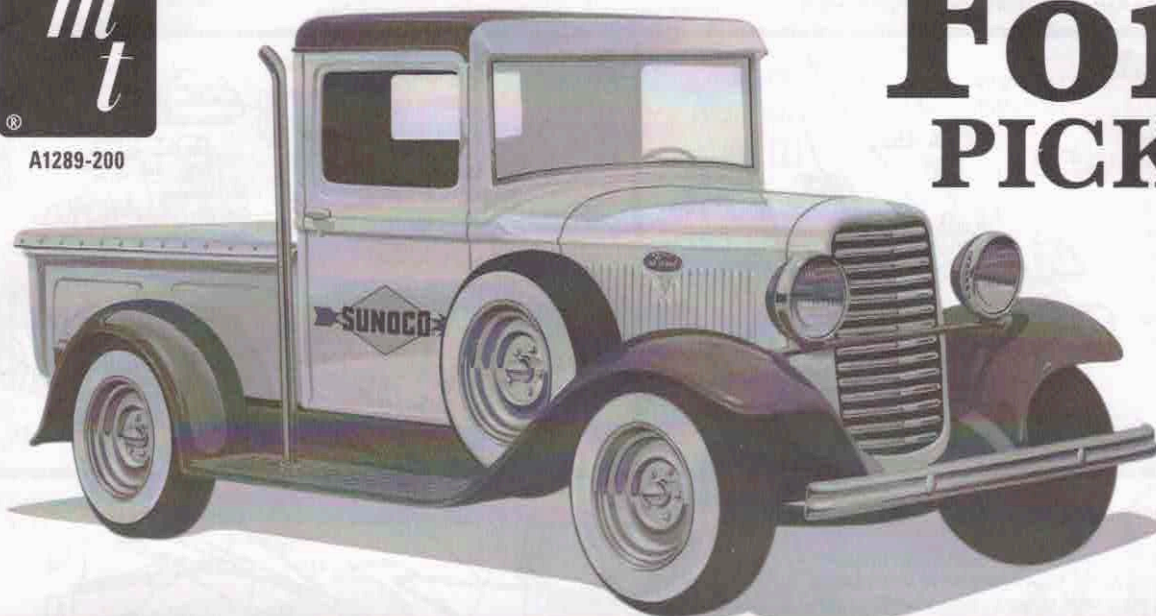




A1289-200

**3in1** KIT STOCK • CUSTOM • SERVICE

# 1934 Ford PICKUP

**1/25  
SCALE**

The 1934 Ford half-ton pickup was – and still is – all truck. Solid as a rock, (and with a ride to match!) this rugged little hauler was a versatile, practically unbreakable workhorse. Powered by the tireless “flathead” V-8, it was a lively performer and could run circles around other trucks of its day. The '34 continues its popularity as a favorite of many enthusiasts who restore it, customize it, and stuff today's massive engines under its high, wide and handsome hood.

## PAINT COLORS

<b>A</b>	Black	<b>I</b>	Steel	<b>Q</b>	Yellow	<b>Y</b>	Dark Green
<b>B</b>	Flat Black	<b>J</b>	Brass	<b>R</b>	Tan	<b>Z</b>	Optional Color
<b>C</b>	Semi-Gloss Black	<b>K</b>	Gold	<b>S</b>	Brown	<b>AG</b>	Antique Green
<b>D</b>	White	<b>L</b>	Amber	<b>T</b>	Lt. Blue	<b>IC</b>	Interior Color
<b>E</b>	Flat White	<b>M</b>	Transparent Amber	<b>U</b>	Med. Blue	<b>BC</b>	Body Color
<b>F</b>	Silver	<b>N</b>	Red	<b>V</b>	Dark Blue	▲	Semi-Gloss
<b>G</b>	Chrome (Bright Silver)	<b>O</b>	Transparent Red	<b>W</b>	Transparent Blue	△	Gloss
<b>H</b>	Aluminum	<b>P</b>	Orange	<b>X</b>	Lt. Green	▲	Metallic

## EXTERIOR COLORS

Standard Colors Include: Coach Maroon, Blue Rock Green, Dearborn Blue, Vinyard Green, Medium Cream, Medium Maroon, Cordoba Gray, Mountain Brown, and Vermilion Red.

## INTERIOR COLORS

Standard Colors Include: Black, Brown, Saddle Brown, Tan, Gray, Burgundy, Match Exterior Color or Optional Custom Color.

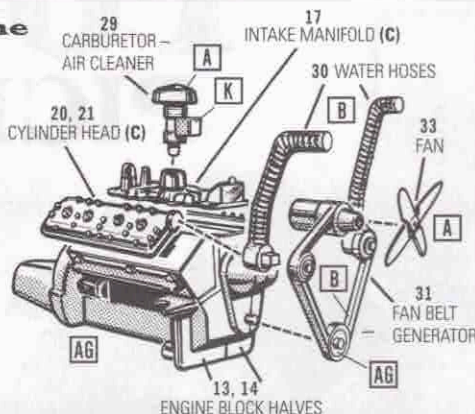
It is recommended that you search the internet for additional custom color references and details.

# Basic Assemblies

Note: (C) Indicates Chrome Part (NN) Indicates No Part Number

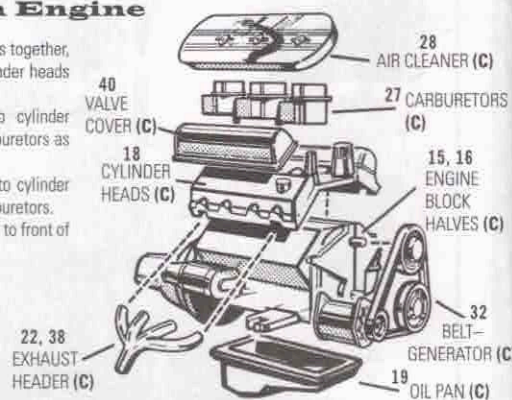
## 1 Stock Engine

1. Cement engine block halves together.
2. Cement cylinder heads and intake manifold to block.
3. Cement water hoses into fan belt as shown. Now cement this assembly to engine, locating water hoses to cylinder heads, generator to tab on intake manifold, and lower pulley to pin on engine front.
4. Cement carb-air cleaner to intake manifold, then cement fan to generator pulley.



## 1 Custom Engine

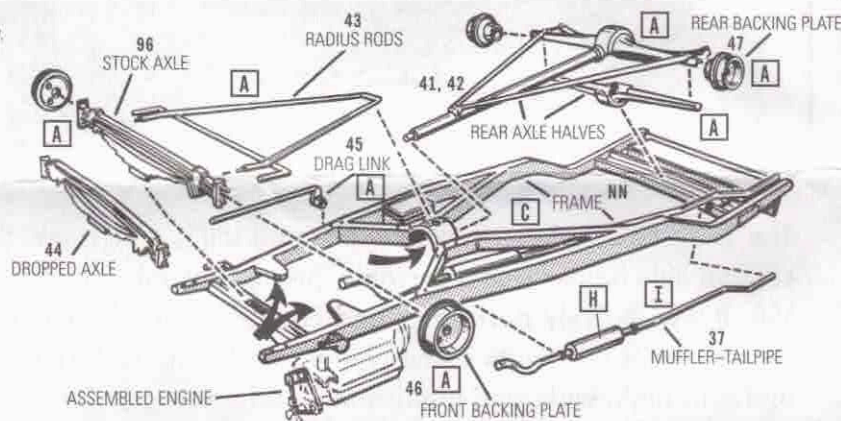
1. Cement engine block halves together, then cement oil pan and cylinder heads to block.
2. Cement valve covers to cylinder heads, then install triple carburetors as shown.
3. Cement exhaust headers to cylinder heads, and air cleaner to carburetors.
4. Cement fan belt-generator to front of engine.



## 2 Chassis

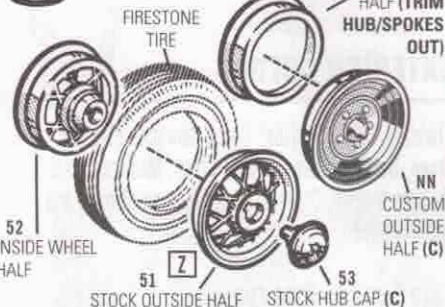
NOTE: Chassis is shown upside down for easier assembly.

1. Cement engine of your choice (stock or custom) into frame at points shown by arrows.
2. If the **stock** engine is your choice, slip muffler-tailpipe into place as shown. Cement forward end of pipe to exhaust pipe on engine block, and apply cement where pipe passes through frame. (Omit muffler-tailpipe with **custom** engine.)
3. Cement radius rods to **stock** front axle (stock and service versions) or **dropped** front axle (custom version). Cement front backing plates (with 3 holes) to front axle of your choice, making sure **large** hole in backing plate lines up with groove on rear face of axle. Now cement this assembly to frame as shown.
4. Cement steering drag link to pin on outside of frame rail, and to hole in front axle.
5. Cement rear axle assembly halves together. Cement rear backing plates to axle ends. Install rear axle assembly to chassis (pin on drive shaft into engine transmission, pin on rear axle into hole in rear crossmember).



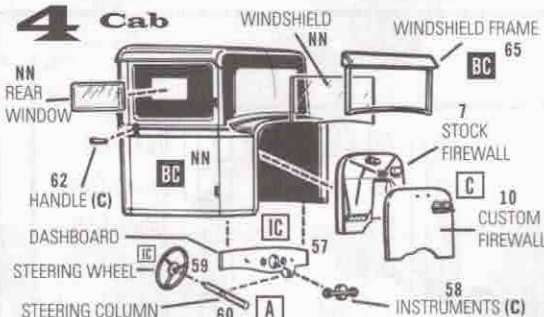
**IMPORTANT NOTE:** This kit includes additional deep custom wheels as "spare parts", left in by AMT from previous releases of the model. Add your own tires to use them on your build or keep them for your next project!

## 3 Wheels



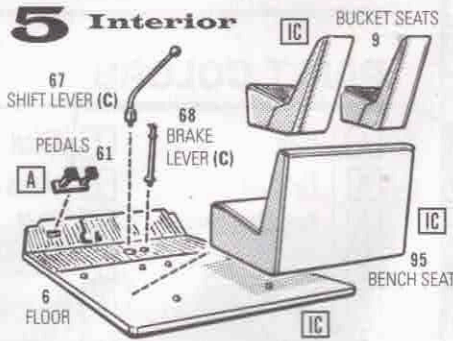
Assemble the five wheels as follows: Cement the inside wheel half to the **stock** outside wheel half, with the tire between. Cement the stock hub cap into the stock outside wheel half. For the **custom** wheels, use a knife to trim-out the hub and spokes of the inside wheel half, then take the custom outside wheel half, with the tire between, and cement them together.

## 4 Cab



1. Cement instrument cluster into dashboard. Note: instrument decals may be applied to dashboard as extra gauges in custom version. Cement steering wheel to column, column into slot on dashboard. Cement dashboard into cab.
2. If you are building the custom pickup, open up spotlight locating holes on underside of cowl (just ahead of windshield).
3. Carefully cement rear window in position from inside cab.
4. Carefully cement front windshield and frame into position.
5. Cement either stock or custom fire-wall to front of cab. Install door handles.

## 5 Interior



1. Cement brake and clutch pedals into slot in floorboard.
2. Cement emergency brake lever into small hole in floor.
3. Cement gearshift lever into the other hole in floor.
4. Cement the bench-type seat onto floorboard when building stock or service truck. For custom truck, cement bucket seats to floorboard.

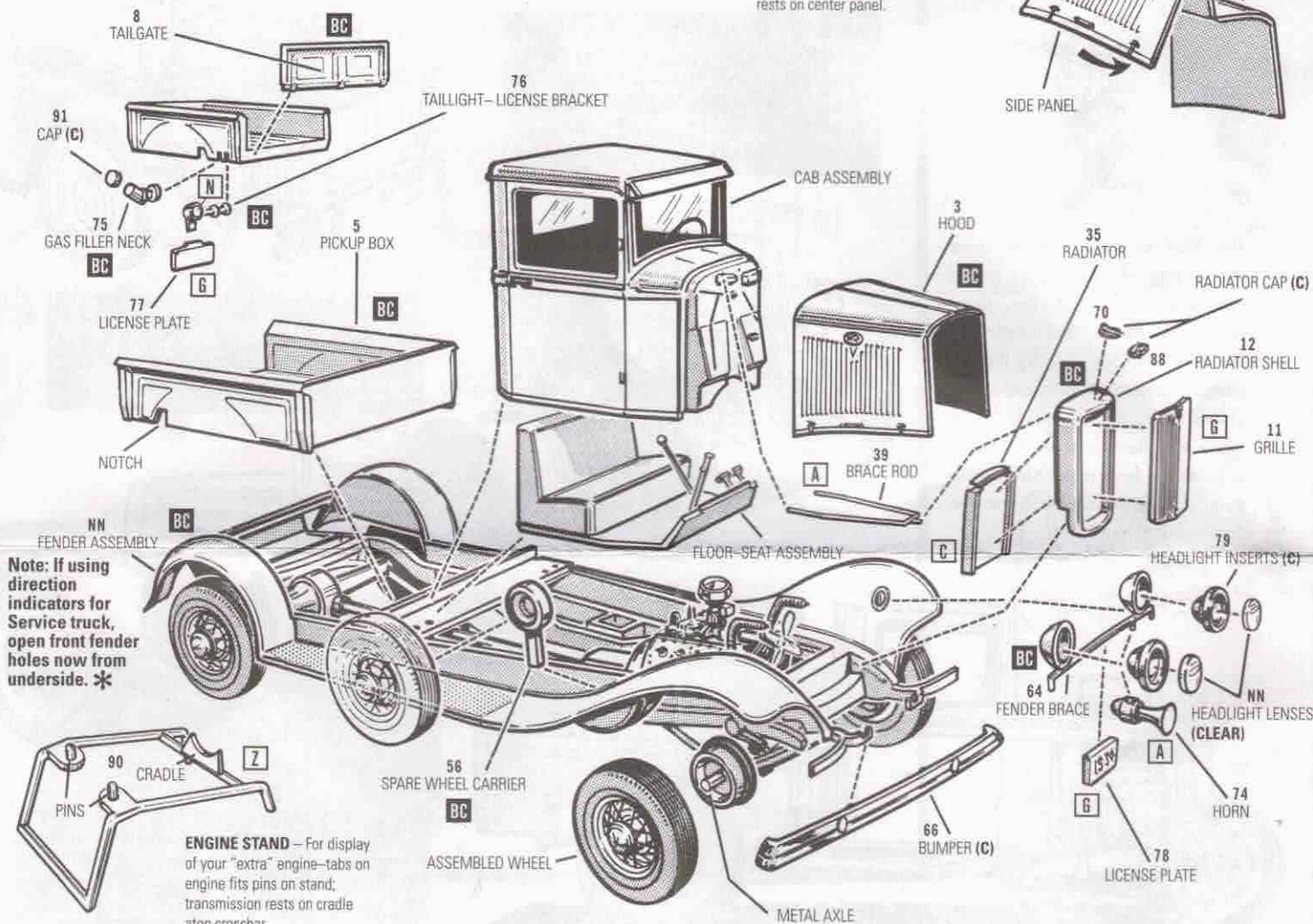
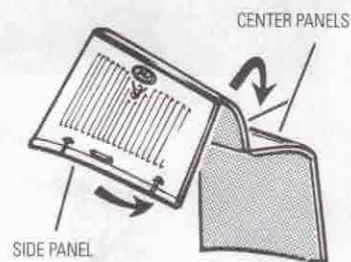


# Stock

**Note: Use this assembly for service truck build.**

**Note: (C) Indicates Chrome Part**

For an opened hood to show off your truck's engine, fold **slowly** along center hinge line until halves touch, then fold either side panel down until it rests on center panel.



1. Cement fender assembly to chassis. Insert metal axles into front and rear axle assemblies, slide through to other side, then press assembled wheels onto metal axles.  
2. Cement floor-seat assembly onto fender assembly, noting locating pins and holes. Cement cab assembly over floor, locating it on side rails of fender assembly.  
3. Cement pickup box to fender assembly (note large notches in box which locate onto rear fender cross-brace.) Cement tailgate to rear face of pickup box. Cement gas filler neck into front notch in box. Tailgate-license bracket cements into the other notch. Cement license plate to bracket.

4. Cement radiator into radiator shell. Cement grille into radiator shell. Cement cap to radiator shell. Install radiator shell on fender assembly, at the same time cementing

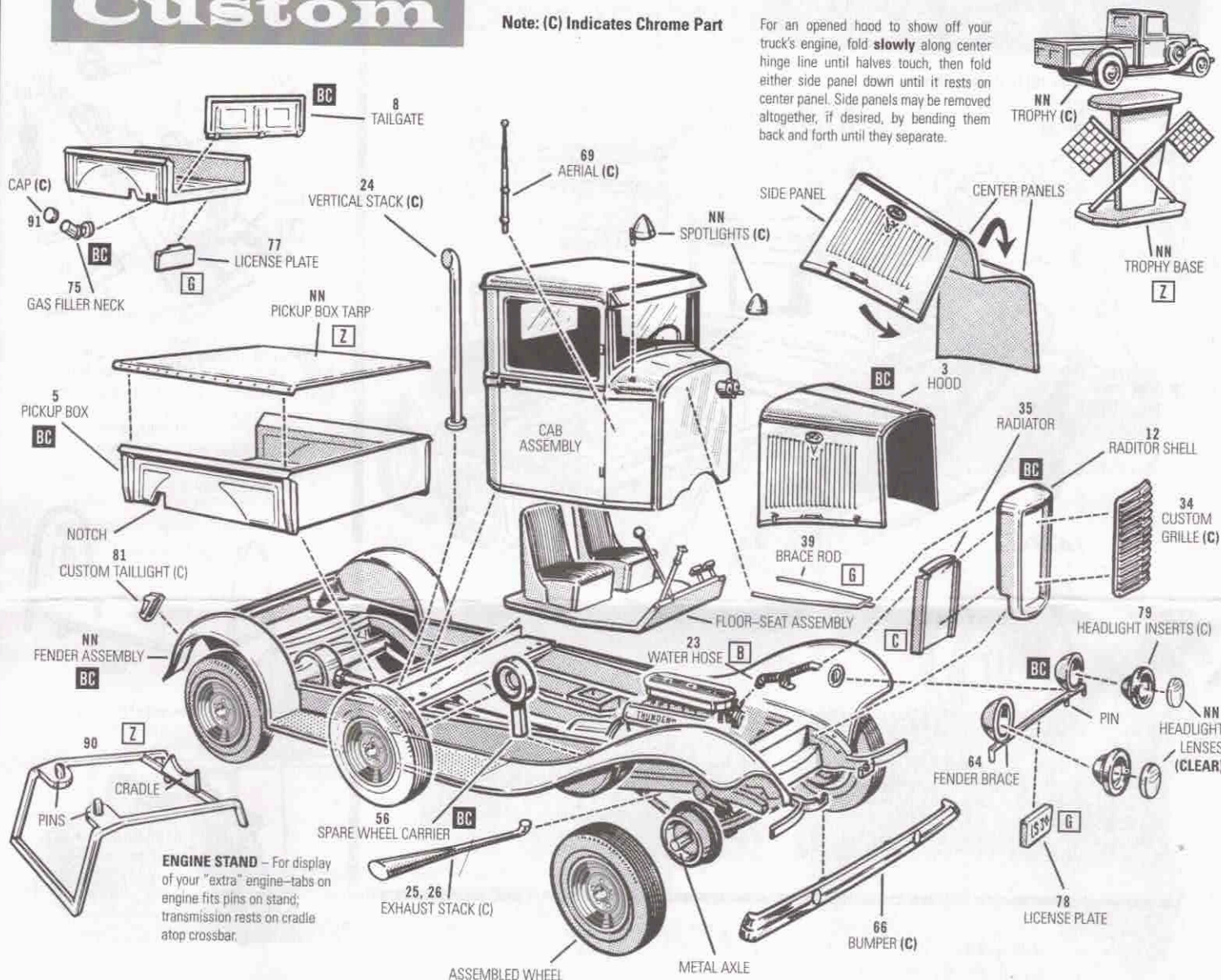
engine's water hoses into radiator. Carefully cement brace rod into the two holes in the firewall and the single hole in the radiator shell. Install hood without cement. See detail at top of page for opening hood. Cement spare wheel carrier into location in right fender, then cement wheel to carrier.

5. Cement bumper to braces on fender assembly. Install headlight lenses into inserts. Caution: use a very small amount of cement here. Cement inserts into headlight shells (on fender brace). Cement horn onto pin under fender brace. Cement license plate to center of fender brace. Finally, cement fender brace assembly into locating holes in fenders. Be sure to check the service truck assembly page for some fine accessory items to accompany your stock hauler.

# Custom

**Note: (C) Indicates Chrome Part**

For an opened hood to show off your truck's engine, fold **slowly** along center hinge line until halves touch, then fold either side panel down until it rests on center panel. Side panels may be removed altogether, if desired, by bending them back and forth until they separate.



**ENGINE STAND** — For display of your "extra" engine—tabs on engine fits pins on stand; transmission rests on cradle atop crossbar.

1. Cement fender assembly to chassis. Install exhaust stacks—insert between frame and radius rods—cement to underside of running boards and exhaust headers on engine. Note: Long stack goes on right side, short stack on left. Insert metal axles into front and rear axle assemblies and press on assembled wheels.

2. Cement floor-seat assembly onto fender assembly, followed by cab assembly. Cement pickup box to fender assembly, then cement tailgate to box. Tarp fits over pickup box (Do not cement—you may wish to display accessories here). Cement gas filler neck into rear notch in box. Apply decal and cement license plate to underside of box. Cement custom taillights to rear fenders.

3. Cement radiator into radiator shell, followed by custom grille. Install radiator shell on fender assembly, at the same time cementing engine's water hoses into radiator. Carefully

cement brace rod between firewall and radiator shell. Install hood without cementing. See detail above for hood opening. Cement spare wheel carrier into location in right fender, then cement wheel to carrier.

4. Cement bumper to braces on fender assembly. Install headlight lenses into inserts. Caution: use a very little cement here. Cement inserts into headlight shells (on fender brace). Trim pin from lower edge of fender brace. Apply decal and cement license plate to fender brace. Cement fender brace into fenders.

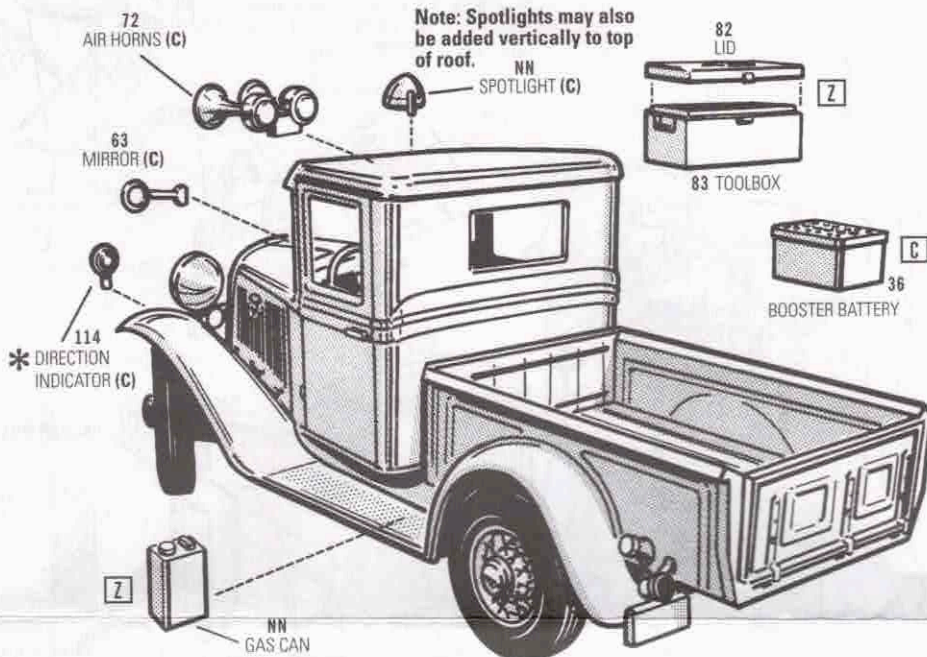
5. Cement spotlights to cab. Aerial may be cemented to either side of cowl. Vertical stacks cement to running boards by rear corner of cab. Apply decals according to instructions on decal sheet. Assemble trophy and display it with your custom pickup. Don't miss the many additional display items, shown on the service truck assembly page.



# Service

**Note: (C) Indicates Chrome Part**

**Note: Spotlights may also be added vertically to top of roof.**



1. Apply service decals according to the instructions on the decal sheet.
2. Cement one spotlight to forward edge of roof, in the middle (Placement is optional). Cement air horns to driver's side of roof.
3. Cement outside mirrors to door posts as shown. Cement direction indicators atop front fenders.
4. (Optional) Gas can locates nicely on the running board, just

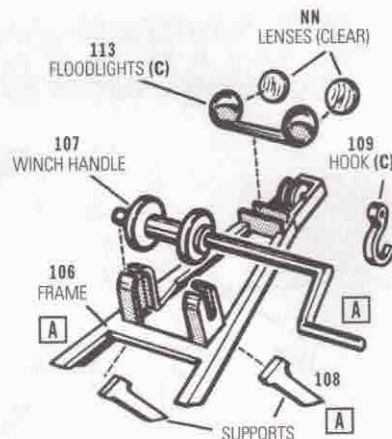
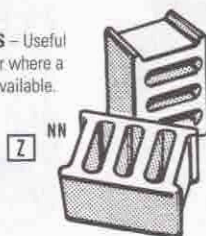
ahead of the rear fender. Booster battery looks good on the opposite running board.

5. Location of the tool box is up to you. You may cement the lid to the box in open position to show the tools inside. Before cementing any of the accessories to the inside of the pickup box, assemble everything and determine where you wish to locate the various pieces of equipment.

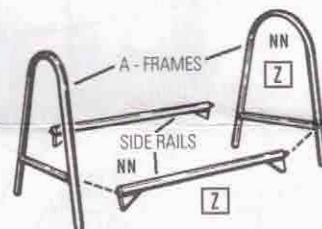
**HAND TOOLS** – Including tire irons and hand tools. Display these in toolbox or cement to inside panel of pickup box.



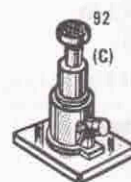
**CEMENT BLOCKS** – Useful for supporting a car where a hoist or pit is not available.



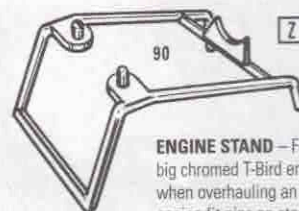
**WRECKER** – Cement supports to frame then snap winch handle into location. Cement lenses into lights, then cement light unit into crossbar. Tie a piece of thread (about 10 inches) to hook, run thread thru frame over pulley, under floodlight crossbar and cement end to winch handle. Cement assembled wrecker unit into pickup box just ahead of tailgate.



**TIRE RACK** – For carrying extra tires and wheels. Cement side rails into holes in A-frames and place unit in pickup box, behind cab.



**HYDRAULIC JACK** – Vital equipment for heavy-duty lifting operations—store this in the pickup box.



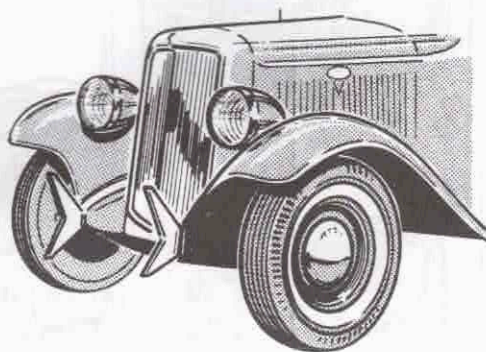
**ENGINE STAND** – For display of the big chromed T-Bird engine; also used when overhauling an engine. Tabs on engine fit pins on stand, transmission rests on engine cradle atop crossbar.

# Kustomizing Hints

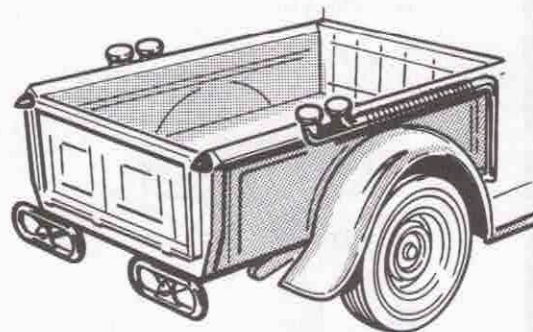
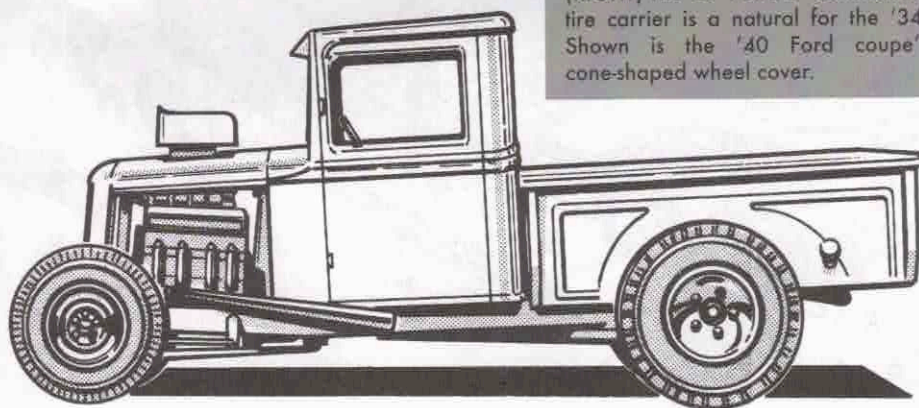


The Kats at AMT present some customizing ideas for your model that are typical of the latest nationwide trends, and employing the same methods used by the top custom shops on full-sized cars. Shown here are some samples of the many variations possible by using components from other AMT kits to build customs in miniature with the "professional touch."

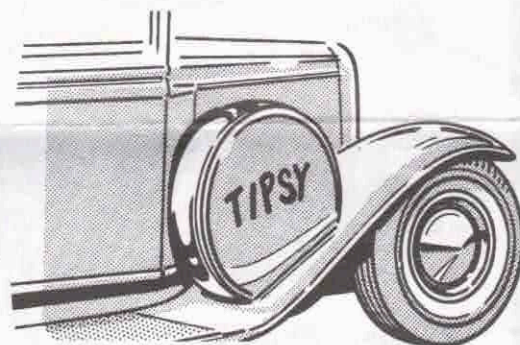
(BELOW) Try the '36 Ford headlights and '40 Ford stock hubcaps and wheels for a smooth custom treatment. Those good-looking nerf bars are also from the '36 Ford kit (trim off the truck's bumper brackets).



(RIGHT) The '57 T-bird's "continental" tire carrier is a natural for the '34. Shown is the '40 Ford coupe's cone-shaped wheel cover.



(ABOVE) That wild exhaust setup is straight from the Ala Kart kit; same for the tubular nerfs (a perfect fit). '57 T-bird wheel bullets provide the taillights.



(LEFT) Rapid delivery wagon for quarter-mile hauls: our pickup is shown here minus its fender assembly and hood side panels. Poking through the hood is an injector air scoop which caps the 6-71 blower and drive setup from the Double Dragster kit. Exhaust is dumped via a set of headers from the Ford '25 T kit. Front wheels are chromed beauties from the Ala Kart, while mag wheels and slicks (Dragster) handle the asphalt-gobbling chores.

**PRESENTED FOR NOSTALGIA ONLY  
SOME KITS/PARTS MAY NOT BE AVAILABLE CURRENTLY**



Ford Motor Company Trademarks and Trade Dress used under license to Round 2, LLC. All rights reserved. Distributed by Round 2 LLC. SUNOCO®, Diamond & Arrow Logo®, and associated marks, logos, designs, and trade dress are trademarks and copyrights of Sunmarks, LLC. © 2021 Sunmarks, LLC. All Rights Reserved. Firestone and F Shield Logo are registered trademarks of Bridgestone Brands, LLC and are used with permission. AMT and design is a registered trademark of Round 2, LLC. © 2021 Round 2, LLC, South Bend, IN 46628 USA. Product made in the USA. Packaging materials printed in China. All rights reserved.

**round2corp.com**