# VOLVO 760 TURBO

No. 220

## HISTORY

The *Volvo* name has always been synonymous with reliability and sound engineering. In Sweden bad roads and bad weather have combined to make an environment that is particularly hard on cars. Against these circumstances *Volvo* built a reputation on rugged utilitarian cars which lacked the "planned obsolescence" of other makes. A *Volvo* was intended to last through years of hard service. It is this common sense approach that has caused the popularity of the *Volvo* to increase over the years.

The *Volvo 760* is the top of the line model which was first introduced in 1983. A long list of luxury features reveals a diversity and breadth remarkable even for an automobile of this stature. The electrically operated sunroof rolls back smoothly and quietly, opening the plushy interior to the pleasures of a sunny day. Outfitted with a powerful and sensitive five-band graphic equalizer, the AM/FM stereo cassette receiver delivers the sort of all-round audio experience you'd expect in your home, producing balanced, sublime sound through its front and rear speakers. The driver's seat adjusts electrically in all directions. There is an automatic climate control system which can be modulated to the temperature of your choice, as well as heated front bucket seats. Add to this, heated power mirrors, power four wheel disc brakes, power rack and pinion steering, cruise control, constant track rear suspension and automatic leveling and you have a true luxury touring sedan.

Three different engines are avialable for the *Volvo 760*: a 2850cc fuel injected V-6, a 2380cc Diesel and a 2320cc turbo-charged four cylinder. Our model depicts the turbo version. The *Volvo*, with its quality design and workmanship, practicality and unpretentious styling, has proved to be popular with the "yuppie" set.

## SPECIFICATIONS

| | |
|---|---|
| Engine | Turbocharged 4-cylinder B230FT inline |
| Displacement | 2320cc (141 cu in) |
| Max. Power | 160 hp @ 5300 rpm |
| Wheelbase | 109.1 in |
| Length | 188.4 in |
| Width | 68.9 in |
| Height | 55.5 in |
| Weight | 3075 lbs |

## BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runners (sprue) until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way in which one part fits together with another. This ensures a neat job.
5. Always remember, when working with plastic model cement and paint, make sure your work is well-ventilated. The fumes from plastic modeling products can be harmful if inhaled.

## PREPARATION OF PARTS

1. Never tear parts off the runners(sprue). Use a Testor Hobby Knife, nail clippers, or small wire cutters.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model-building are available in most good hobby shops.
3. If you desire, you may fill any seams (where parts go together) or imperfections with Testor Contour Putty for Plastic Models which is also available at good hobby shops.

## PAINTING

You can obtain an excellent finish on your model using Testor enamels. Detailed descriptions of type of paint and color are included throughout the pages that follow.

Good brushes are essential for proper detailing. ***Testor Model Master*** brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always keep your brushes clean and soft by cleaning in Testor thinner, washing in soap and water, and storing flat or with bristles up when not in use.

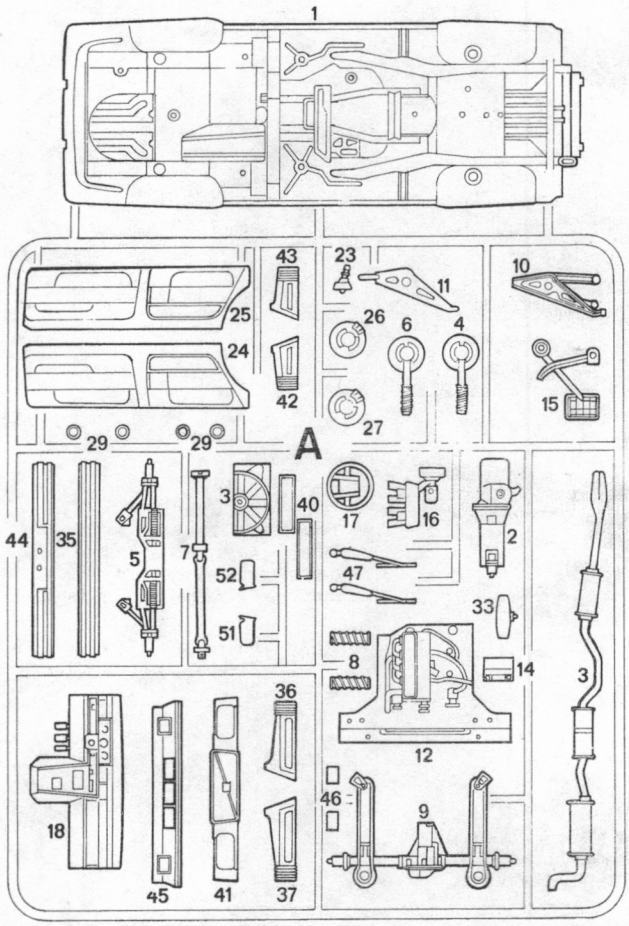
Wash plastic parts before detaching them from the sprue. Warm water and liquid detergent remove the oils left form the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at automotive centers) to remove dust and lint.

Most small parts are best painted while still attached to the sprue or they may be detached and held with tweezers or "magic" type transparent tape. Paint in one direction only. If your paint is the correct consistency, brush strokes will disappear as the color dries. If the paint seems too thick, thin it with Testor Paint Thinner. Wheels may be detached from the sprue and fit onto toothpicks or matchsticks for painting. Then just hold the paintbrush against the edge of the wheel and rotate the wheel to obtain a neat clean finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not stick to painted surfaces. Using your Testor Hobby Knife, carefully remove paint from all surfaces to be cemented. After you have assembled your model you may touch up areas where cement has marred the finish.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a 00 brush, to the surfaces to be joined while holding the parts in place. Do **not** use large amounts of cement.

Tweezers will be useful in assembling the many small parts in this kit. The type used by postage stamp collectors is recommended.

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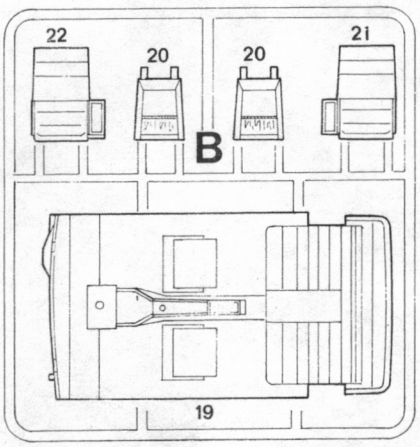


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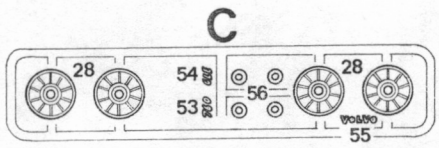


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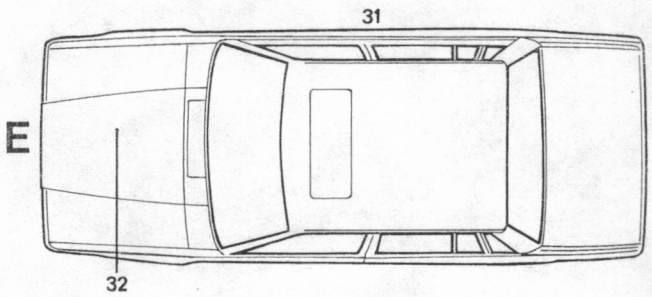


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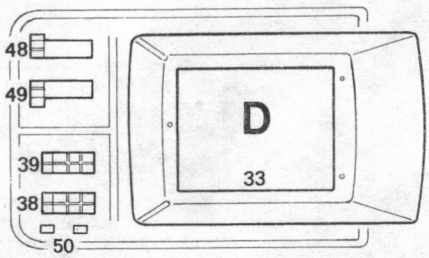


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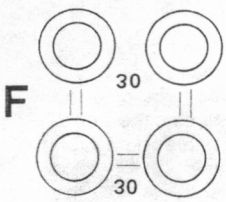


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# 1 SUSPENSION

**Preliminary Painting**

**A1, A4, A5, A6, A7, A8, A10, A11;**
**A9** suspension arms only:
***No. 2735 Black Chrome Trim***

**A2** transmission; **A4, A6** brake discs only; **A9** differential and axle only; **A3:**
**# 1181 Aluminum**

**A2** engine oil pan only:
***No. 2733 Ford Engine Red***

**A4, A6** brake calipers only (see drawing):
**#1144 Gold**

**Assembly**

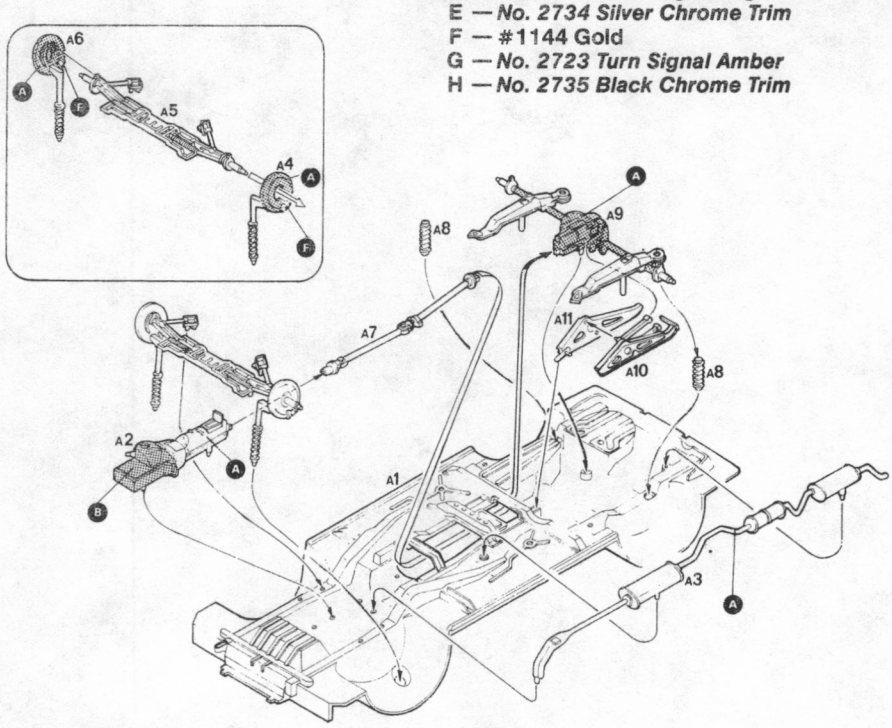
☐1. Assemble parts in numerical order as shown in drawings.

The ***Testor Model Master*** paint systems are specially designed to be used on car and military models. The **Preliminary Painting** instructions in this sheet indicate which ***Model Master*** colors to use by number and name. These colors are called out by ***bold italic type***. Wherever ***Model Master*** colors are not applicable, the required **Testor** color will be called out by number and name in **regular bold type**.

## PAINTING KEY

This guide is keyed to the letter callouts (in black circles) throughout this sheet. Use this guide along with the **Preliminary Painting** instructions to accurately paint your model.

**A — #1181 Aluminum**
**B — *No. 2733 Ford Engine Red***
**C — *No. 2725 Header Flat White***
**D — *No. 2726 Ford Engine Light Blue***
**E — *No. 2734 Silver Chrome Trim***
**F — #1144 Gold**
**G — *No. 2723 Turn Signal Amber***
**H — *No. 2735 Black Chrome Trim***




# 2 ENGINE

**Preliminary Painting**

**A12, A13, A15:**
***No. 2735 Black Chrome Trim***

**A12** engine block only; **A16** master cylinder housing only (see drawing):
**#1181 Aluminum**

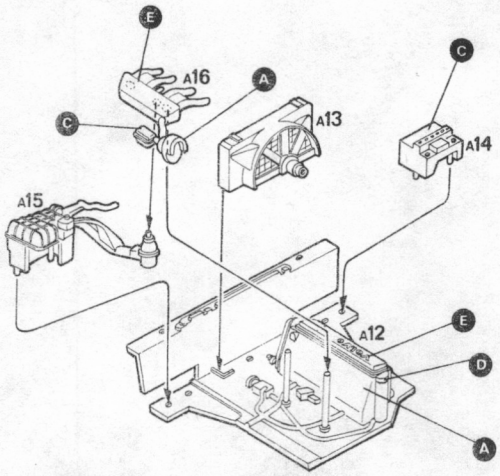
**A16** brake fluid tank (see drawing); **A14:**
***No. 2725 Header Flat White***

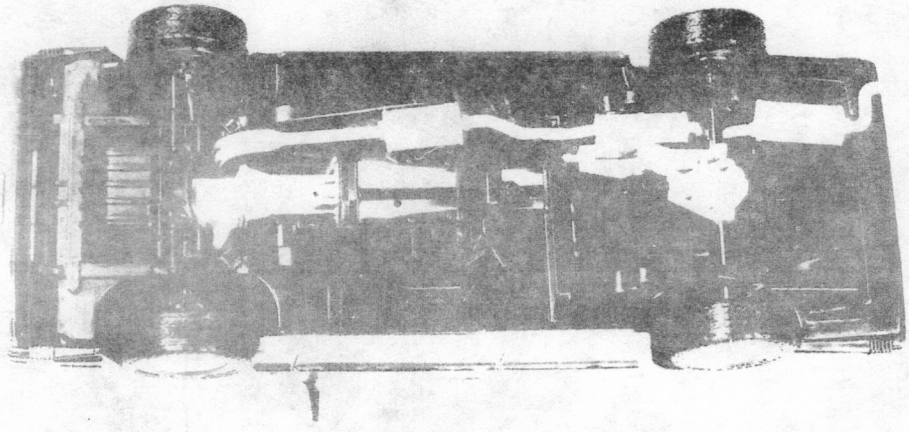
**A16** all except brake assembly; **A12** Volvo insignia on valve cover:
***No. 2734 Silver Chrome Trim***

**A12** distributor cap only (see drawing); **A14** cell caps on battery:
***No. 2726 Ford Engine Light Blue***

**Assembly**

☐1. Cement parts together in numerical sequence as shown.



# 3 INTERIOR

**Preliminary Painting**

Entire interior:
**Deep Red** (mix 12 parts **#1150 Flat Red** and 1 part **#1183 Rubber**)
**A18** inside of instrument housing, foot pedals at bottom, fascia panels (shaded in drawing); shaded portion on center console; **A17; A23:**
***No. 2735 Black Chrome Trim***
**A18** instrument details (see **fig. a**):
***No. 2725 Header Flat White*** and **#1150 Flat Red**

**Assembly**

☐1. Cement parts together in numerical order as indicated in drawings.

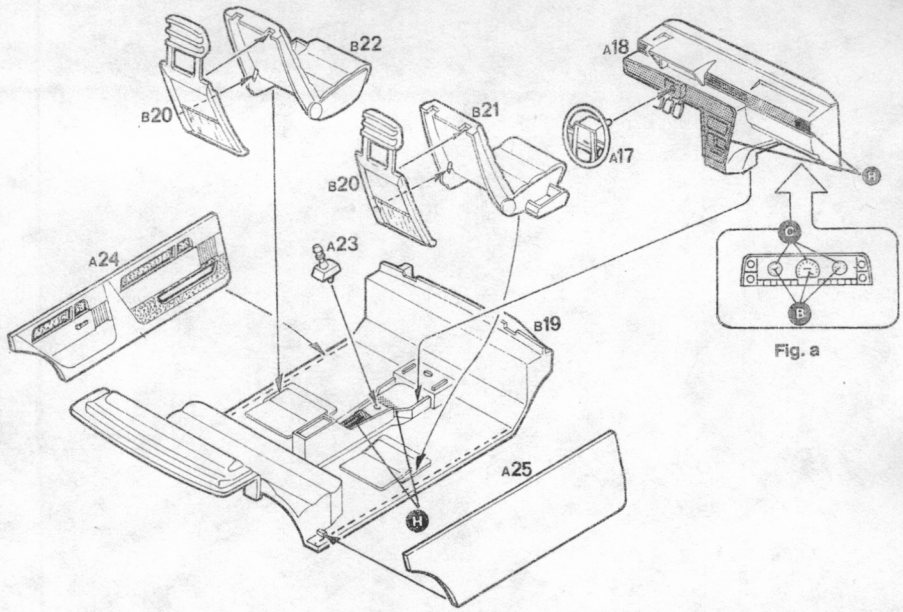


Fig. a

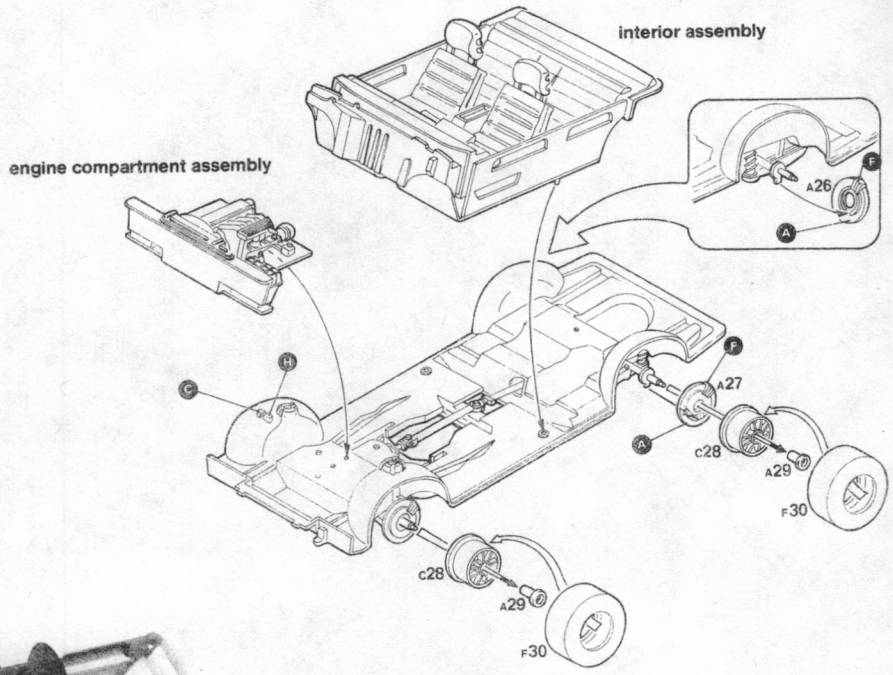
# 4 CHASSIS

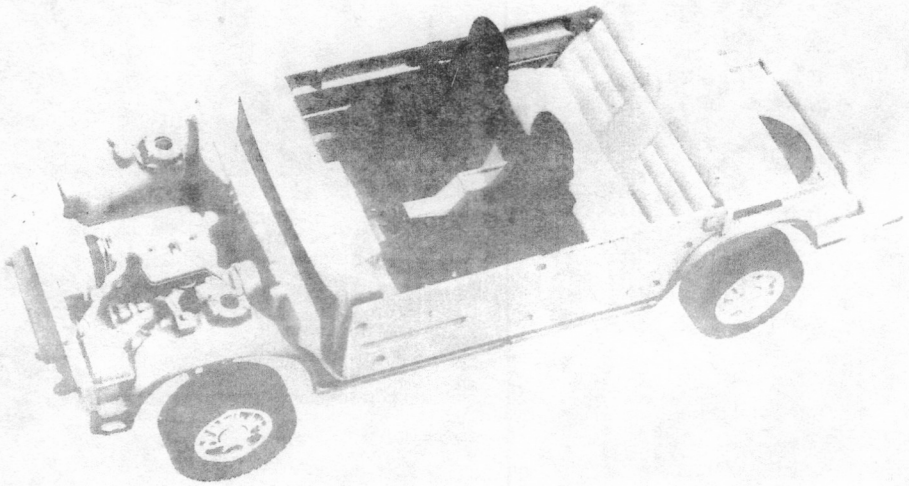
**Preliminary Painting**

**A27** brake discs only:
**#1181 Aluminum**
**A27** brake calipers only:
**#1144 Gold**
Details on front wheel housing (see drawing):
***No. 2725 Header Flat White*** and ***No. 2735 Black Chrome Trim***

**Assembly**

☐1. Cement **interior assembly** to chassis followed by the **engine compartment assembly**. Cement rear brake discs **A26** and **A27** to rear axle as shown. Press (**do not cement**) one tire onto each wheel **C28**. Slip (**do not cement**) one wheel bearing **A29** into each wheel, then carefully cement bearings to end of each axle. Do not get cement on wheel or wheel will not spin.



# 5 BODY

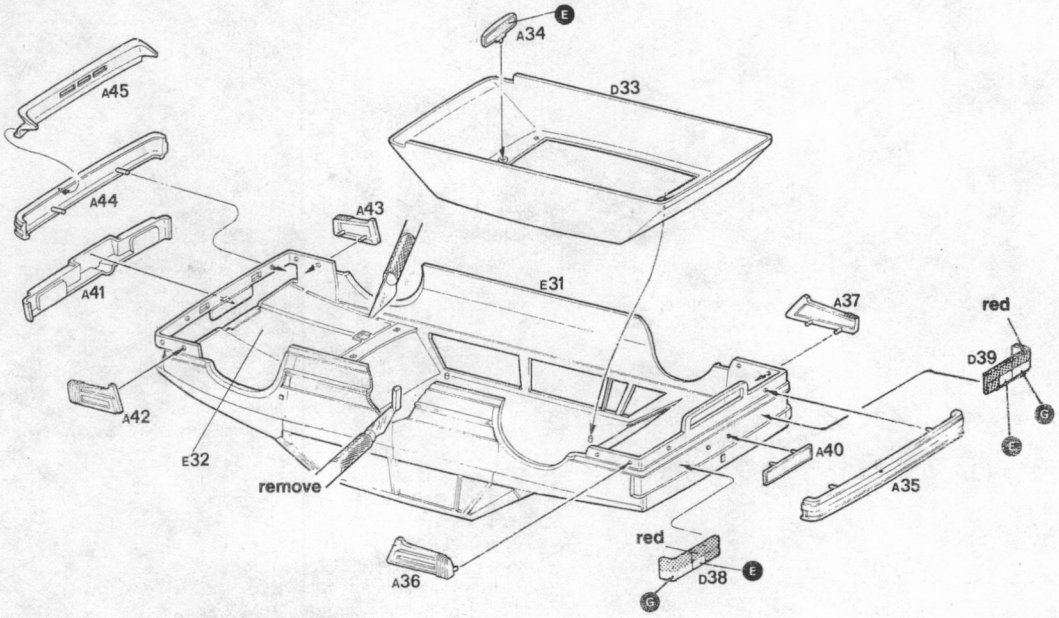
**Preliminary Painting**

**E31, A45:**
**Body Color** ***(No. 2712 Graphite Metallic)***
**A34, A35, A36, A37, A41, A42, A43, A44:**
***No. 2735 Black Chrome Trim***
**A34** mirror face only; **D38, D39** back-up lights (see drawing):
***No. 2734 Silver Chrome Trim***
**D38, D39** turn signal lenses (see drawing):
***No. 2723 Turn Signal Amber***
**D38, D39** remaining tail lights:
***No. 2724 Stop Light Red***

**Assembly**

☐1. If you would like to display your model with a removable hood, carefully cut points where the hood attaches to the body with a sharp hobby knife. Also, remove the projecting sprue from the underside of the roof with a hobby knife (see drawing).
☐2. Cement parts together as shown in drawings following the numerical sequence.

**NOTE:** Clear parts are best glued in place with white glue, which will not mar the plastic, and thus results in a better appearance than conventional model cement.



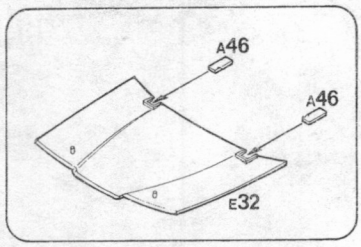

# 6 FINAL ASSEMBLY

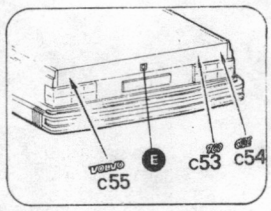
**Preliminary Painting**

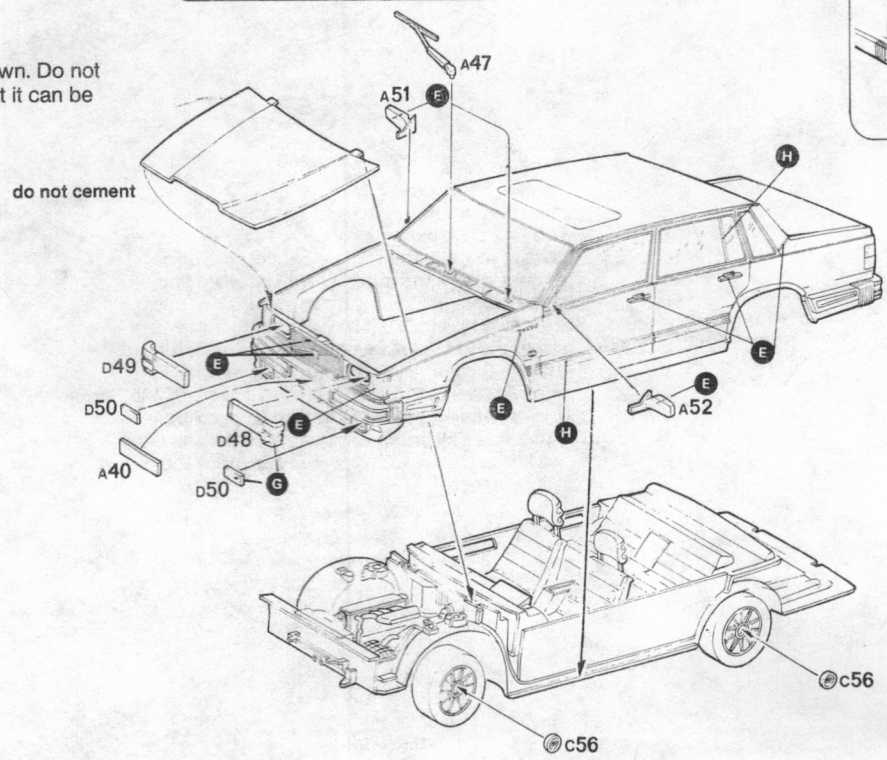
Rub strakes on side of body; divider on passenger windows (see drawing):
***No. 2735 Black Chrome Trim***
Volvo shield on rear of trunk; grille; headlight area at each side of grille; trim around windows and roof (see box photos); door handles; **A51, A52** mirror faces only:
***No. 2734 Silver Chrome Trim***
**A51, A52** mirror housings:
**Body Color** or **Black**

**Assembly**

☐1. Cement parts together as shown. Do not cement hood into body so that it can be removed for display.



## MODEL DETAILING

Detailing your model car can range from simply doing a good paint job to completely altering every aspect of the car. Many things can be done that will enhance your model which require only paying attention to detail and a bit of patience. Other things can be done which require a little more effort but are correspondingly more rewarding. It is up to you, the model builder, just how far to go.

Outlined here will be some items you may wish to consider. Many small parts may be assembled, the glue-joints removed by sanding, filing and filling, and then painted. Use two-way tape or masking tape doubled over to hold the part to a popsicle stick or cardboard for painting. Wheels and hubcaps may be painted by attaching them to a matchstick or piece of runner on the backside, then rotated while holding a brush to the surface. Be especially careful when removing parts from the runners, particularly plated parts, that you don't leave a notch in the part. Testor paint #1146 Silver may be used to touch up the attachment points on exposed plated parts such as bumpers, grilles, etc. Always be sure to remove the "parting" line from parts that have them such as exhaust pipes, seats, etc. before painting. When cementing parts together always remove the paint or plating from the glue-joint area, otherwise the parts will not remain glued. Try to assemble your model with no glue joints showing. If you are in a contest it will be noticed immediately. Both Testor tube cement and liquid cement are recommended for assembly of your model. The tube cement will provide a stronger joint and allows more time to arrange the parts in position, the liquid cement is extremely useful for small parts and will set up faster. Liquid cement has the advantage of capillary action, two parts can be placed into position, the cement is applied at one point along the joint with a brush and the entire joining surface will receive the cement. However liquid cement is extremely sensitive to gravity and will sometimes run where it is not needed, such as under a finger holding a part, ruining a good finish. For this reason try to use as little cement as possible, use a brush or toothpick to apply it and give it time to dry before going on to the next assembly. Testor also has hobby finishing supplies and kits which include hobby knives, cement, waterproof sandpaper, spray and bottle paints, and contour putty to help you finish your model. All Testor products are available at better hobby supply centers.

Further detailing can be done such as adding spark plug wires to the engine, brake and fuel lines to the underside of the chassis etc. by using thread and fine strands of wire. These may be cemented with either epoxy or an "instant" type cement (which may also be used for small parts and clear parts—the plating and paint still should be removed for cementing).

A drop of #1161 Glosscote, into instrument dials will simulate the glass covers, and by rubbing the seats with your finger, the flat paint will take on a leather-like sheen. Chrome mylar tape, available at many automotive supply stores may be cut into fine strips and applied to the body to simulate the chrome trim of the real car. Scraps of cloth such as velvet may be used to simulate the carpeting. (Be careful to keep items such as this in scale, material that is too think will detract from the scale appearance.) Use a white glue to cement cloth in place.

More ambitious builders may wish to put in opening doors and steering front wheels. Some modeling experience is required for projects of this nature and it may be necessary to work with more than one kit. Equipment such as razor saws, hot knives, brass hinges, etc. are useful and may be acquired at good hobby shops or through mail-order catalogs.

Most builders prefer to build their car in showroom-new condition and it certainly makes a handsome model. An alternative is to build your model in either a slightly used condition or old and weathered. Many of the tricks used by military modelers can be incorporated, and by use of Testor Flat paints many interesting effects can be achieved. Almost all cars will have a rust-colored exhaust manifold, as the engine heat burns the paint off right away. Use #1185 Rust. (Many classic cars had an actual porcelain finish on the exhaust manifold, generally black, so for an accurate model do not use the Rust color.) Tires are another area that can show some use. Generally the tread area is a lighter color than the sidewall due to rolling over pavement and gravel roads. Mix a drop or two of #1168 Flat White into some #1183 Rubber and dry-brush it onto the tread area. Another technique is to lightly sand the tread down so the tires are slightly worn. This also eliminates the mold "parting" line on many tires. You may wish to add some dust or dirt under the fenders, thrown up by the tires. Use #1166 Testor Flat Brown or #1167 Flat Desert Tan and dry brush it in place. Go lightly and don't overdo it. For weathered paint you may start out by first priming the body with #1149 Flat Black, then apply the paint color you have chosen. Spray with #1260 Dullcote to represent a dull oxided finish, then by gently sanding with fine sandpaper, expose the primer in a few areas. Typically the top of roof corners and fenders where the sun hits the car would be logical. Convertible tops can show worn spots, color fading, etc. Visit a few parking lots and garages and take notes and photos of different effects. Door lines and trunk lines may be enhanced by mixing a wash of two parts #1148 Thinner and one part #1149 Flat Black. Apply with a fine (00) brush to the door and trunk lines and immediately wipe any excess off of the body surface.

The serious modeler may wish to use an airbrush to apply the paints. Very fine control can be achieved for fine finishes. Testor bottle paints, thinned approximately half and half, lend themselves well to spray painting. By mixing the paints, particular colors may be achieved.

Masking the car for two and three tone color schemes may be done by using "magic" type tape or paper masks applied with rubber cement. It is generally advisable to apply the lightest color first then mask and paint on the darker tones. This is because dark colors tend to cover light colors with no color bleed through. In all cases allow the paints to dry thoroughly before attempting to mask and paint on the second color. This means at least 24 hours (longer in high humidity and low temperature situations). To use the rubber-cement-applied paper masks, apply a coat of rubber cement to the area to be masked on the model, let dry, then apply rubber cement to the backside of your pre-cut paper masks and allow it to dry also — about 5 minutes. Then carefully place the mask on the model pressing down firmly. Remove all excess rubber cement by rubbing gently with your finger or use a small piece of dried rubber cement. (Artist's Frisket paper makes an excellent masking material, available at art stores.) After painting, remove the masking material as soon as the paint surface has flash-dried—about fifteen minutes. After drying, the entire model may be painted with spray #1261 Glosscote. This adds gloss and depth to the color and tends to even out the surfaces between the paint colors.

Remember: try not to do too much detailing on one model. A good simple paint job is better than an overdone detail and weathering job. Try to do a particular car either from your own research or from a magazine or book review. And keep practicing, skills developed over a period of time will help you to master this fascinating hobby.