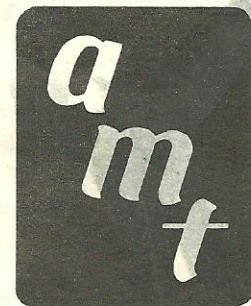




3 in 1

1932 Ford V-8 COUPE

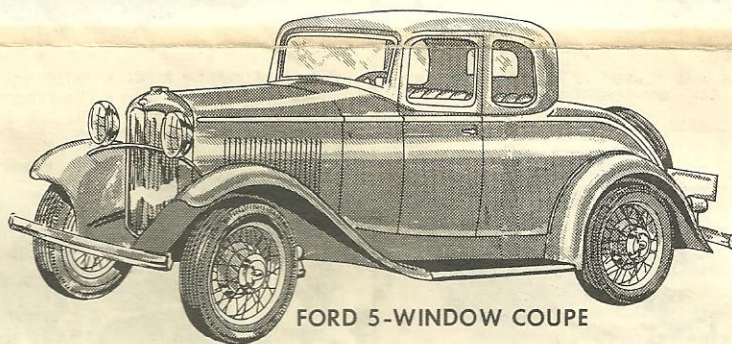
ASSEMBLY & DISASSEMBLY KIT



READ THIS BEFORE STARTING ASSEMBLY: We suggest that for the maximum enjoyment possible with this kit that you assemble all three cars in turn, without cementing. This will also help you to decide which version you want to build permanently. And, even if you have already decided to build a street rod or a dragster, we think that you'll get a kick out of seeing the original stock Ford Coupe first. After you have decided on the car that you want, disassemble it, paint all the parts and reassemble it, using only paint and cement for polystyrene plastics. Scrape the plating from areas to be cemented. And, above all, apply the cement sparingly.

1932 FORD V-8

The 1932 Ford is historically important not only because of its age but because it marks the introduction of the Ford V-8. This was the year that Ford brought out the first mass produced, low-priced V-8 in the automotive industry. A total of 207,866 V-8's were made that year, plus a smaller number of four-cylinder Model B's for those who insisted on loyalty to the older engine. The 1932 Ford, with its classic pleasing lines, is in great demand by hot-rodders and antique auto collectors alike for reworking or restoring to showroom condition.



FORD 5-WINDOW COUPE



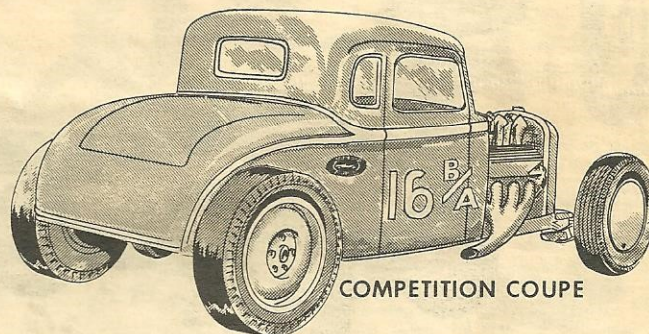
STREET ROD

STREET ROD

A street rod is a car that has been souped up to give above average performance and has had body modifications to suit the particular fancy of the owner. A typical street rod is shown here. It has been channeled 10 inches, equipped with cycle fenders, moon discs and a custom hood. A Chevy engine has been installed with headers and outside mufflers.

COMPETITION COUPE

Organized drag racing is a sport that is sweeping the country and growing bigger every day. Everything from the family sedan to the wildest especially built rail job can be raced legally and safely on drag strips located throughout the land. Speeds of over 180 miles per hour have been reached in a quarter mile from a standing start! The machine at right is a class B altered coupe with a reworked Chevy engine, six carbs, headers, chromed reversed rim rear wheels and eight inch slicks.



COMPETITION COUPE



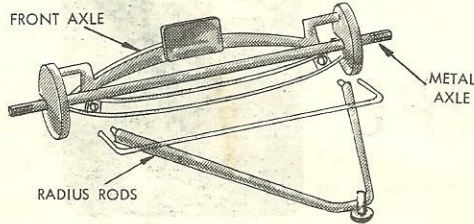
DIRECT ALL INQUIRIES

AND CORRESPONDENCE TO:

1225 E. Maple Road - Troy, Michigan

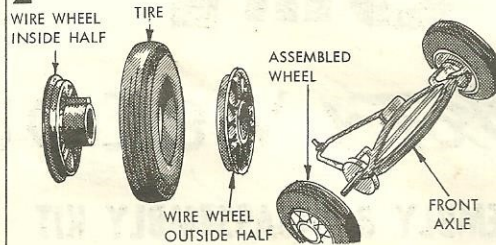
COMPLETE THESE STEPS FIRST

1



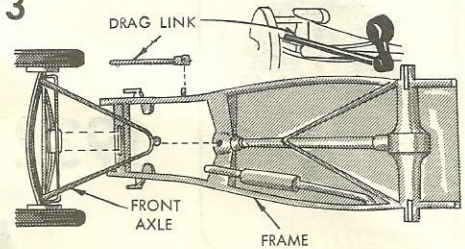
Cement RADIUS RODS to FRONT AXLE. Insert METAL AXLE into FRONT AXLE assembly.

2



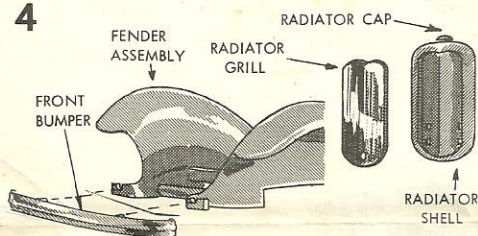
Assemble two WIRE WHEELS and TIRES, making sure that tabs and notches line up between inside and outside halves of WIRE WHEELS. Push assembled wheels onto METAL AXLE.

3



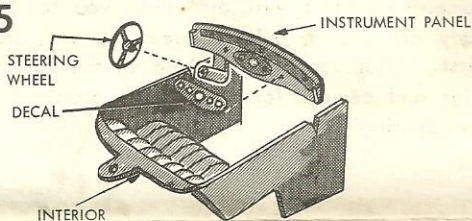
Cement FRONT AXLE assembly to FRAME. Install DRAG LINK.

4



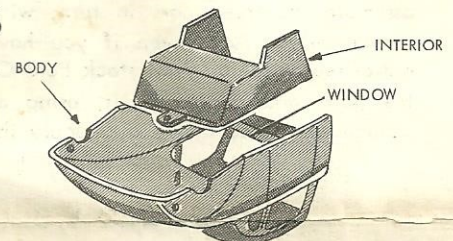
Cement FRONT and REAR BUMPERS to the FENDER ASSEMBLY. Cement RADIATOR GRILL and RADIATOR CAP to the RADIATOR SHELL.

5

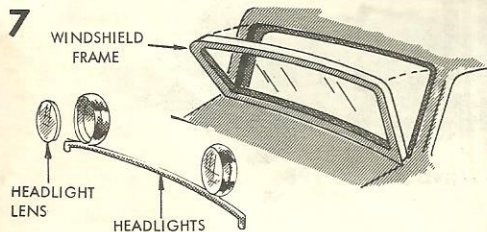


Cement INSTRUMENT PANEL to INTERIOR. Cement STEERING WHEEL in place. If you are using the instrument panel DECAL, it must be applied at this step.

6

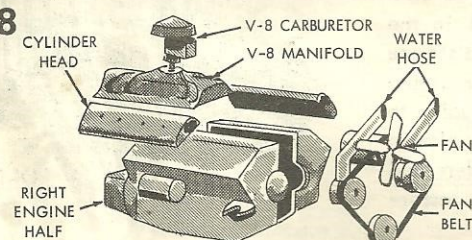


Locate WINDOW in the BODY as shown. Cement INTERIOR in place.



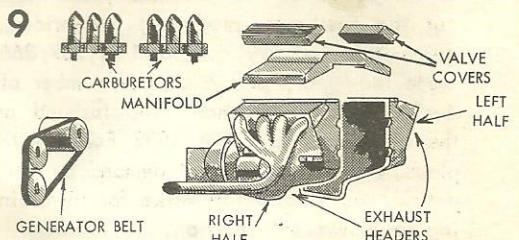
With a toothpick, apply a small amount of cement around the inside ledge of the HEADLIGHTS and install the HEADLIGHT LENSES. An excessive amount of cement will fog the clear lens. Cement WINDSHIELD FRAME in place.

8



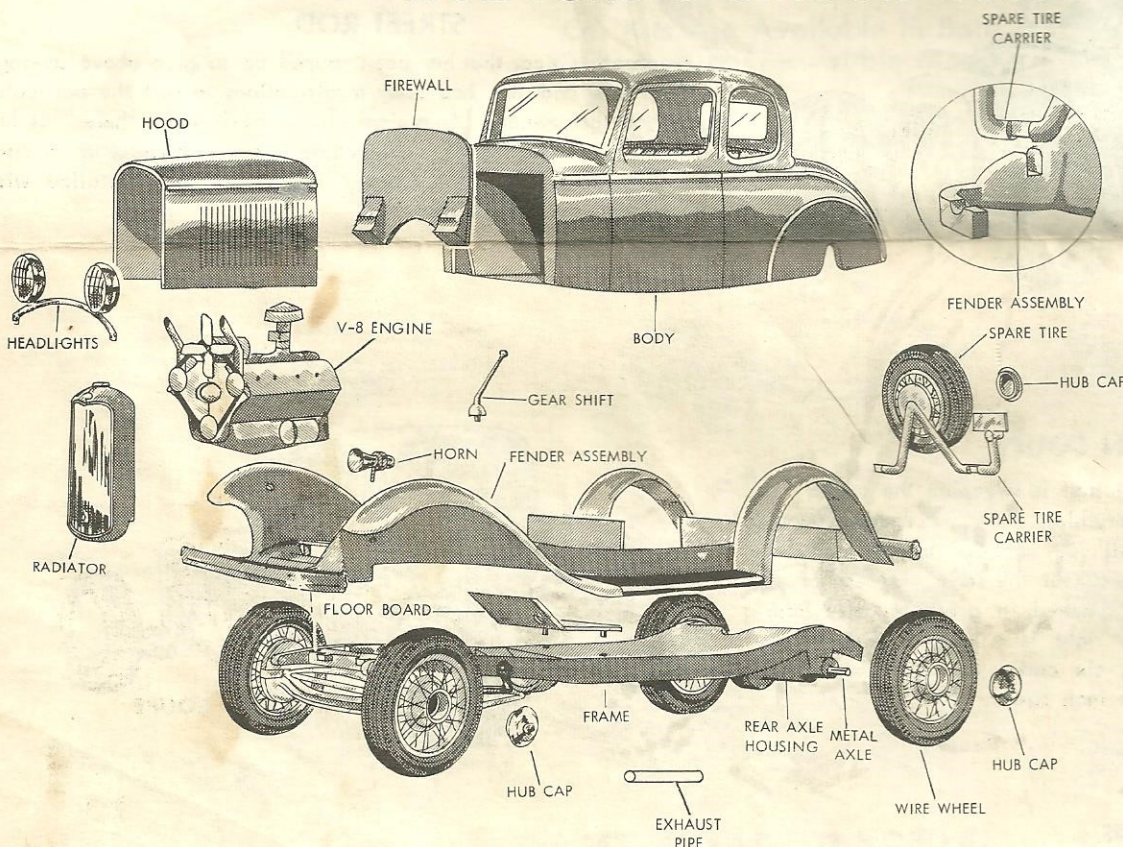
Cement LEFT and RIGHT V-8 ENGINE halves together. Cement V-8 MANIFOLD in place. Install V-8 CARBURETOR and CYLINDER HEADS. Cement WATER HOSES and FAN to the FAN BELT and cement FAN BELT to the ENGINE.

9



Cement LEFT and RIGHT CHEVY ENGINE halves together. Cement CHEVY MANIFOLD and VALVE COVERS in place. Cement GENERATOR BELT and EXHAUST HEADERS in place. Do not install CARBURETORS yet. Note: Store your spare ENGINE on the ENGINE STAND provided.

1932 FORD 5-WINDOW COUPE



Assemble the complete car without cementing, unless you have decided to build this model only.

1. Assemble two WIRE WHEELS and TIRES.
2. Insert METAL AXLE through rear axle housing on FRAME.
3. Push assembled wheels onto METAL AXLE.
4. Attach FENDER ASSEMBLY to FRAME.
5. Install FLOORBOARD onto FRAME.
6. Insert GEAR SHIFT into hole in FLOORBOARD.
7. Install FORD ENGINE into FRAME. If you are building this version permanently, cement the short EXHAUST PIPE between the ENGINE and FRAME.
8. Attach FIREWALL to front of BODY.
9. Install BODY onto FENDER ASSEMBLY.
10. Push RADIATOR assembly onto square pins on front of FRAME. Install in raised position.
11. Install HORN on left front fender.
12. Install HEADLIGHT assembly into holes in front fenders.
13. Assemble WIRE WHEEL and TIRE and mount on SPARE TIRE CARRIER.
14. Mount SPARE TIRE assembly as shown.
15. Install the five B-HUBCAPS. Note: If the HUBCAPS will not stay in place, use the method shown for tightening MOON DISCS in STREET ROD instruction No. 9.
16. Install HOOD.

STREET ROD

Use cement only when you have decided that this is the model that you want to keep.

1. Assemble two REVERSED RIM WHEELS and TIRES.
2. Insert METAL AXLE through rear axle housing on FRAME.
3. Push assembled wheels onto METAL AXLE.
4. Install FLOOR BOARD onto FRAME.
5. Install BODY over FRAME and FLOOR-BOARD assembly.
6. Install the CARBURETORS on the CHEVY ENGINE. Note: The carburetors should be installed with the air intakes facing to the
7. Insert CHEVY ENGINE into FRAME.
8. Push RADIATOR onto square pins on front of FRAME. Install in lowered position.
9. Install the CUSTOM HOOD.
10. Install MOON DISCS. Note: If MOON DISCS will not stay in position, a few knife cuts around inside edge, as shown in sketch, will tighten them.
11. Assemble the FRONT CYCLE FENDERS and BRACKETS. Note: You will have to use cement in this step.
12. Install FRONT and REAR CYCLE FENDERS.
13. Install MUFFLERS.

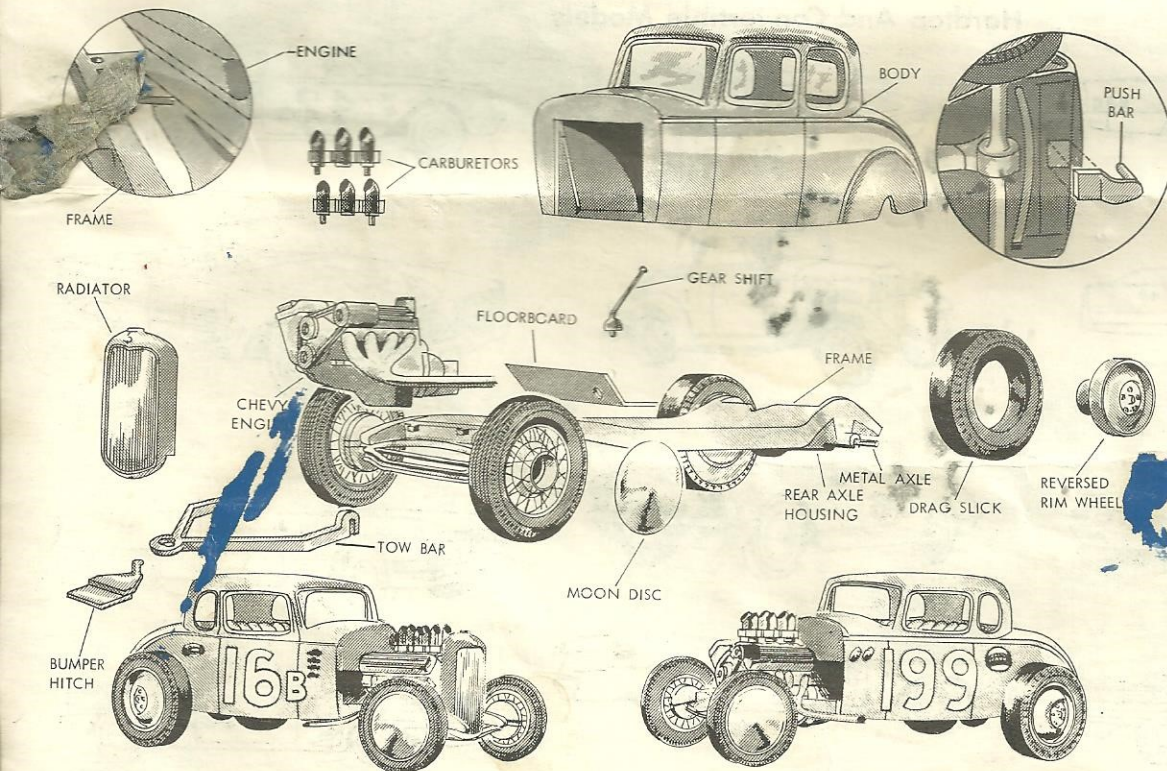
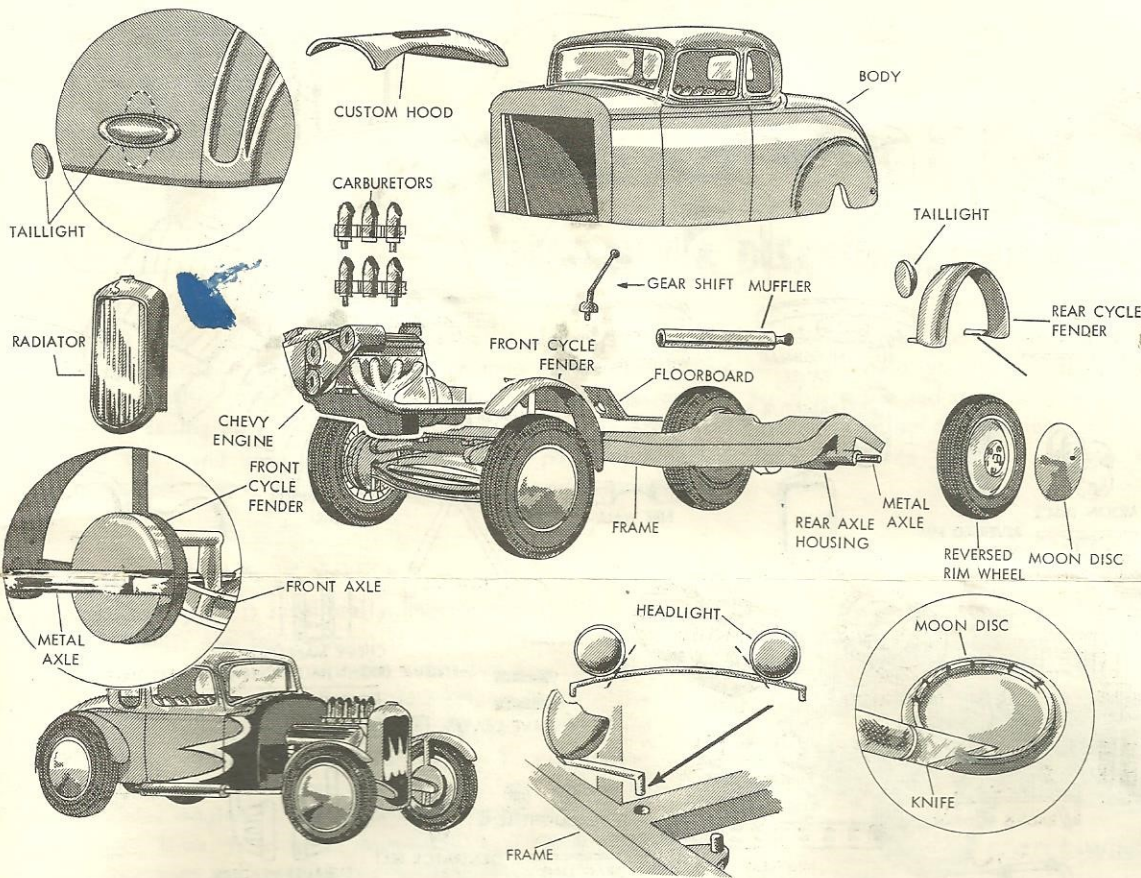
If you have decided to complete this model for your collection, use cement in the above steps. Cement on the TAIL LIGHTS in the position desired. Cut the HEADLIGHTS apart as shown in the sketch at left and install in the holes provided in the FRAME. Decide on the decal arrangement you wish and apply them according to the instructions on the back of the decal sheet.

COMPETITION COUPE

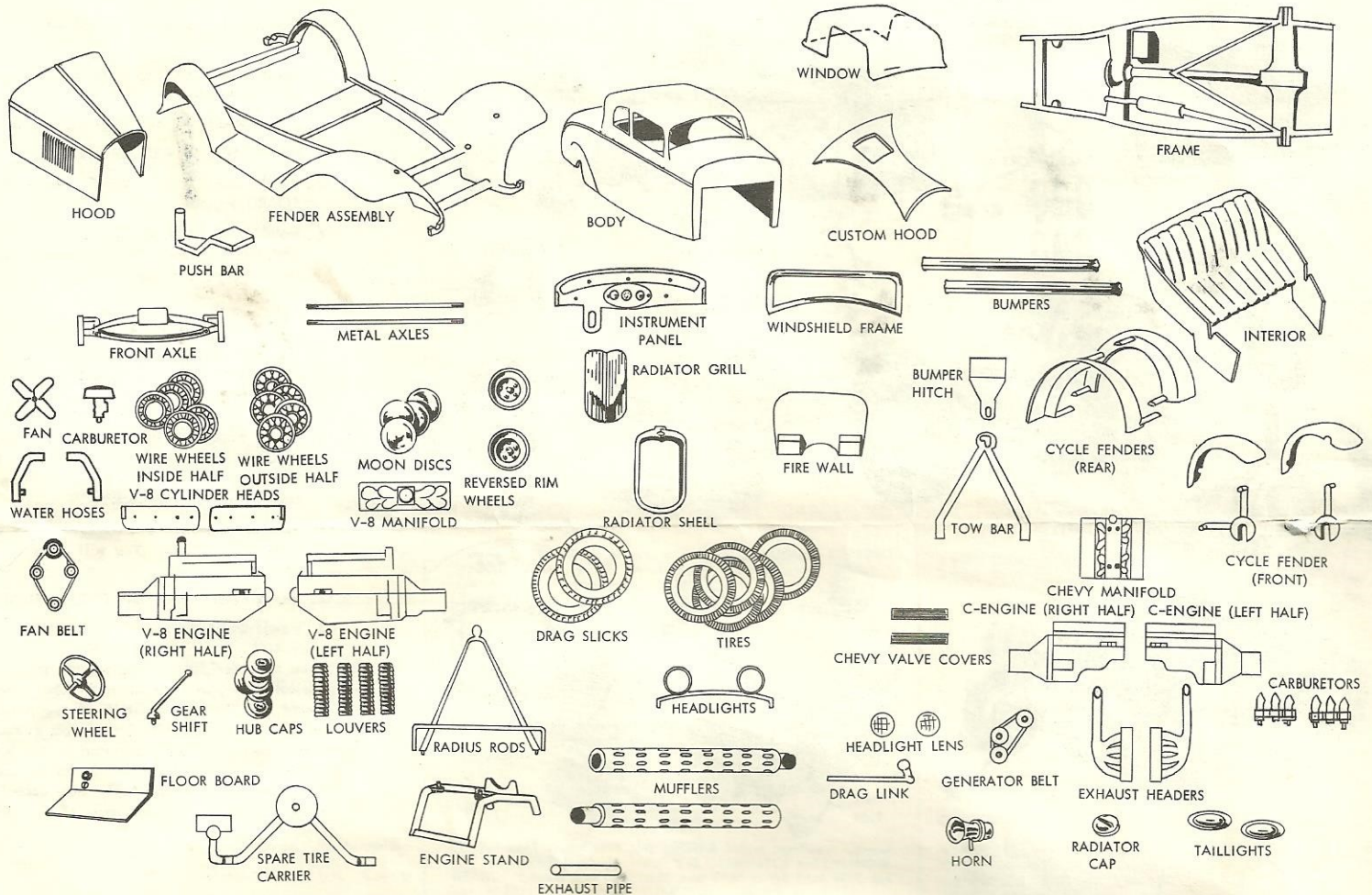
Assemble the complete car without cementing, unless you have decided to build this model only.

1. Assemble the REVERSE RIM WHEELS and DRAG SLICKS.
2. Insert the METAL AXLE through rear axle housing on FRAME.
3. Push assembled wheels onto METAL AXLE.
4. Install FLOORBOARD onto FRAME.
5. Pull BODY over FRAME and FLOORBOARD assembly.
6. Install CARBURETORS on CHEVY ENGINE.
Note: The carburetor intakes on the carburetors should face the front.
7. Install CHEVY ENGINE into FRAME.
8. Install RADIATOR onto square pins on front FRAME. Note: RADIATOR may be left off if desired. Many dragsters do not use a radiator.
9. Install MOON DISCS on front wheels. See STREET ROD instruction No. 9.
10. Install PUSH BAR as shown in sketch.

Use cement in the above steps if you have decided to build this model for your collection. Apply the decal cement to the cement you desire according to the instructions on the back of the decal sheet. A car of this type cannot be driven on the streets and must be towed to and from the drag strip. A TOW BAR is provided. Cement the BUMPER HITCH to the rear bumper of one of your scale model cars.

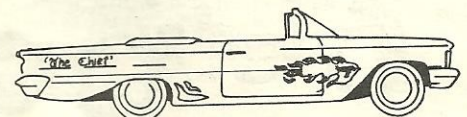
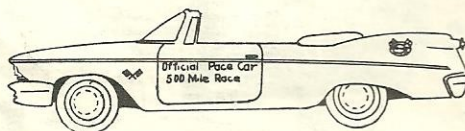
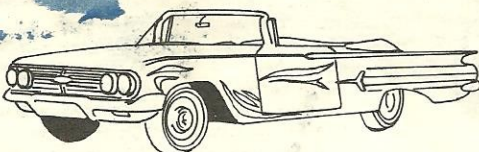
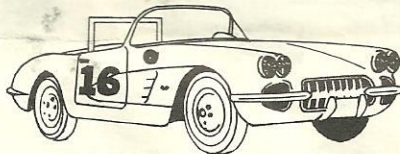
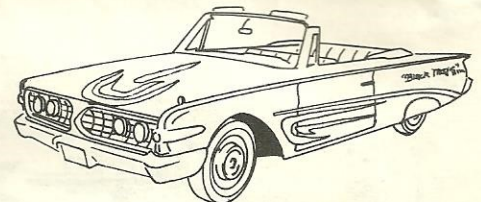
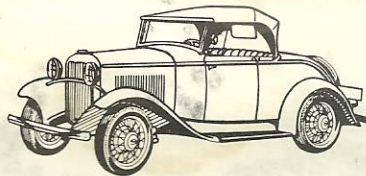
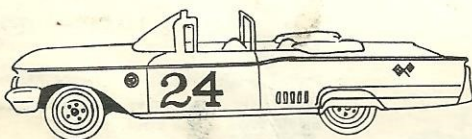
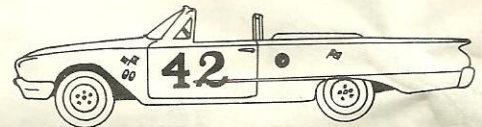
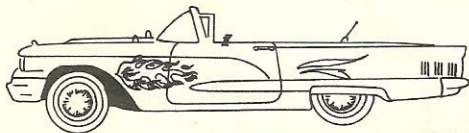


PARTS LIST



OTHER KITS AVAILABLE

Car Kits Are Available In Both
Hardtop And Convertible Models



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