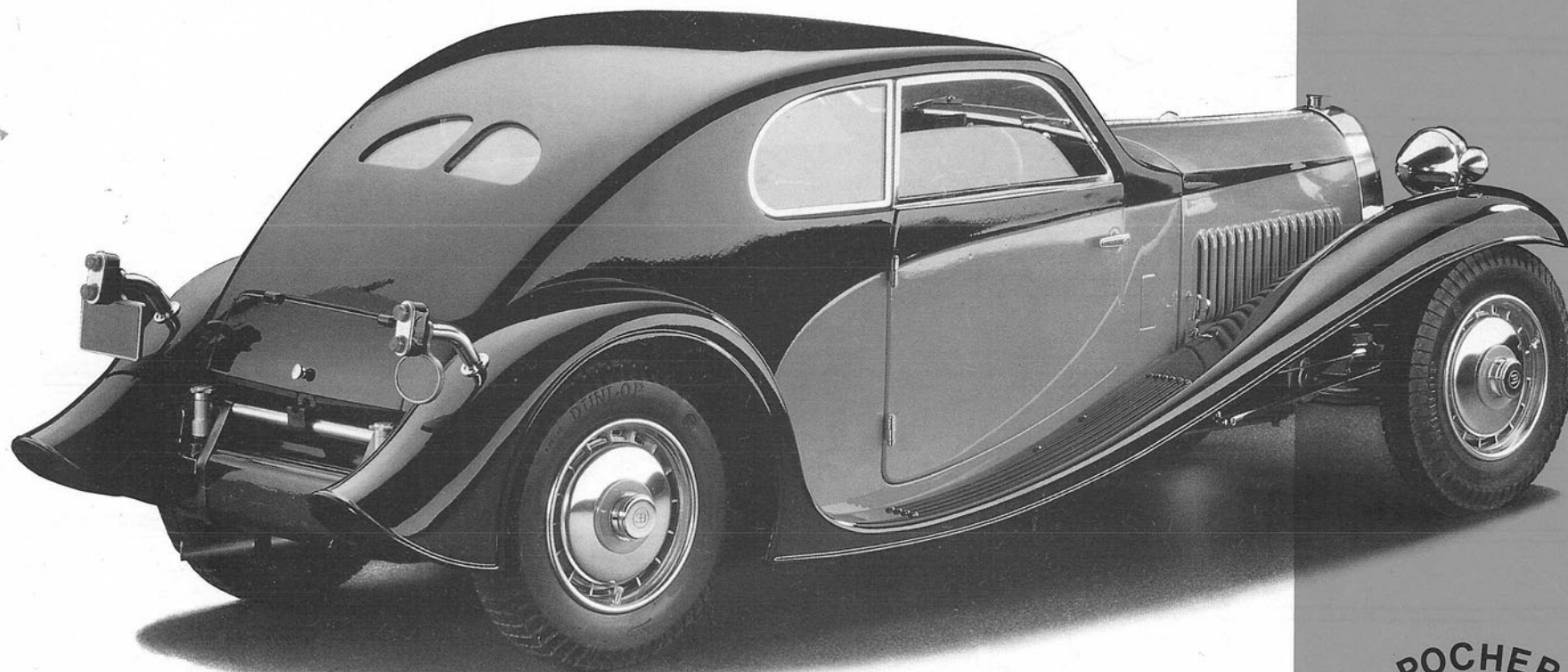


BUGATTI 50T



SURPROFILÉ
1932



S.p.A. DIVISIONE **POCHER** - VIA PIO XI, 157/159 - 22100 COMO - ITALY ☎ 031 - 54.15.41 FAX 031 - 54.07.52 RIVAROSSI - COMO

861844 7/94
for Sun Moon
Red, Black, Red
1st firewall supports, 1st cross oil tank

Bugatti 50 T SURPROFILÉ 1932

In the spring of 1932 the Bugatti 50 T Coupé was introduced. At the autumn 1932 Paris automobile show the 50 T was shown with a streamlined body which received the nick-name «SURPROFILE». Chassis and engine (8-cylindre, in line- compressor-charged 4972 cc, 200 HP) were identical with the 50 T version.

The Bugatti 8-cylindre engines are extra-ordinary achievements of the thirties. No other engine exceeded their elastic and quiet running features. Typical for the series 50 T is the 30° tilted windshield which, together with its aerodynamic rear section, gave the car a very sporty appearance. Bugatti was one of the first car manufacturers supplying wheels made of a light metal alloy. Our model is an exact replica of the Bugatti 50 T «SURPROFILE» with many operating features, such as steering mechanism, engine with moveable parts, wheel suspension, brakes etc.

The 50 model is the one which is reflecting, better than the others, the «real» character of the two Bugatti, father and son, and that is:

- the power, the refined technics and the simplicity of mechanical components of «Le patron» ETTORE BUGATTI.
- the lines elegance and perfection of JEAN BUGATTI.
- It is an imposing supercharged 8 cylinders in line having the following features:
- swept volume 4.900 c.c.
- double overhead camshaft
- two valves per cylinder (all the previous Bugatti models had three valves per cylinder)
- twin carburettor
- supercharger directly driven by the motor
- aluminium wheels with patented flanges
- weight of the empty frame about 1150 kg.

This model has 1.600 parts: N. 374 of high-impact plastic, N. 958 brass, N. 55 stainless steel and the other 213 of various materials such as leather, iron, copper, rubber, etc.

We have made the maximum effort to make this model as near as possible to the real car; therefore our model is not only a static one, but is working in several parts:

- operating steering mechanism;
- operating suspension by means of leaf springs;
- working foot brake that operates on all the four wheels;
- the hand brake is independent and operating on the rear wheels;
- head lights are lit by a dashboard switch;
- doors open and close by means of operating door handles;
- crank operated side windows;

- bonnet opens;
- upholstered seats;
- the starting handle operates the crankshaft, connecting rods and pistons in a realistic manner. At the same time, the fan and the generator are driven by V-belts;

We hope, with this new realisation to have been able to satisfy also the most refined and exacting modellers in the motor and hobby fields.

KIT ASSEMBLY INSTRUCTIONS

For best assembly of the parts in the kit, work as described in the following instructions, which complete the assembly drawings.

- The model is easy and fun to assemble. All you need is a screwdriver, pair of scissors, small file, pair of pliers and a pair of cutters (see dwg. CC). An interesting feature of this model is that almost all the parts can be assembled or disassembled by screwing or fitting them together with no need for glueing. This means there is no need to worry about making mistakes - just disassemble the wrong part and reassemble the parts correctly.
- Three special wrenches are provided in the kit for easy assembly of the small brass nuts.
- Full assembly instructions are given in Tables 1 to 43

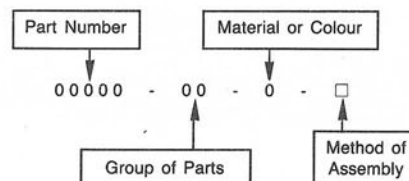
A) If the metal parts are oxidized as a result of transport or handling during assembly, they can be cleaned using normal commercial products.

B) All the parts (where technically possible) have been numbered. The un-numbered parts are in polythene bags sewn to the inside of the box with a detailed description of the number of parts in the bag and the relative drawing numbers. Make sure you keep the contents of different bags separate. To make the rest of the job easier, cut out the cards the different bags are sewn on and keep each instruction card together with its parts during assembly.

C) Make sure the number of the part you are about to assemble corresponds with the drawing number. Before assembling two parts together, always check the position in relation to the reference or joint.

D) Assembly is clearly illustrated in drawings 1 to 43. The un-numbered parts are shown to real size (scale 1:1) in the Tables. You will have to cut the electric wires, copper pipes, lube pipes and brake cables to the length required.

E) To facilitate identification, every part is numbered according to the following scheme:



this scheme is illustrated in figures «aa» and «bb».

- Part Number in five digits identifies the part.
- Group of Parts in 2 or 3 digits is marked on the sprues carrying several plastic parts or on the envelopes containing parts.
- Material or Color is symbolised by capital letters according to the following code:

O = BRASS
C = COPPER
K = NICKEL PLATED
F = BLUED
T = TRANSPARENT
M = METALLIC GREY
B = WHITE
N = BLACK
A = SILVER
R = RED
L = WOOD
P = ARTIFICIAL LEATHER
G = RUBBER
D = POLYURETHANE FOAM

— Method of Assembly is indicated by symbols, as follows:

- = THREADED BY HAND
- ⌘ = FASTENED WITH SCREWDRIVER
- ⦶ = FASTENED WITH SOCKET WRENCH
- ⦶ = FASTENED WITH OPEN WRENCH
- ⦶ = TAPPED WITH HAMMER
- ⦶ = SNAP-FASTENED
- ⦶ = CEMENTED
- ⦶ = SELF-ADHESIVE
- ⦶ = ASSEMBLED BY HEAT-FLARING (1)
- ⦶ = FREE TO ROTATE

(1) see fig. «DD»

Drawing aa has to be red:

76580 - 18 - A ⦶

Part number 76580 of group 18, silver colored, to be assembled by tapping with a hammer.

F) We suggest you to divide assembly up into stages as follows:

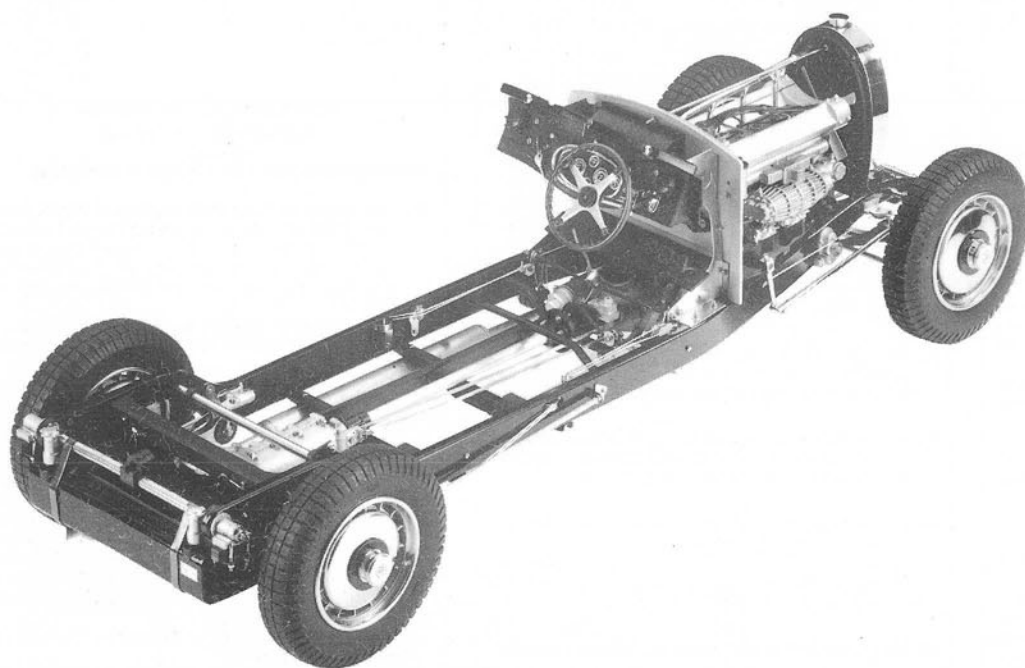
- 1) Assemble the engine and clutch bell, including all the inside parts, and test operation - Dwg n. 1-2-3-4-5-6-7-8-9-10-11-12.
- 2) Assemble the radiator and steering box - Dwg 13 - 14
- 3) Assemble the flameproof panel and accelerator and handbrake parts - Dwg n. 15-16
- 4) Assemble the dashboard complete with the instruments panel and electric system control - Dwg n. 17
- 5) Assemble the brake lever and all the operating parts - Dwg. n. 18 - 19
- 6) Assemble the inside of the side members making sure screw 71151 have been inserted first in the holes as per Dwg. n. 20
- 7) Assemble the front axle shaft, leaf springs, dampers and brake block discs - Dwg. n. 21
- 8) Assemble the rear axle shaft consisting of the differential, gearbox and brake block discs - Dwg. n. 23 - 24 - 25
- 9) Assemble the petrol tank - Dwg. n. 26
- 10) Assemble the chassis: all the abovementioned assemblies are fitted on to the chassis - Dwg. n. 30 - 31
- 11) Assemble the brake cables as shown on the wiring diagram dwg. n. 18. Test operation before tightening the adjustment
- 12) Assemble the front light electric system - Dwg. n. 37
- 13) Assemble the wheels; the right ones are marked with 1 right-hand notch and the left ones with 2 left-hand notches - Dwg. n. 27 - 28 - 29
- 14) Paint the bodywork, doors, side and top hoods - Dwg n. 32
- 15) Cover the inside of the bodywork, doors and seats with artificial leather - Dwg. 33 - 34 - 36 - 38
- 16) Assemble the floor panel to the chassis - Dwg n. 35
- 17) Assemble doors and all remaining body parts - Dwg n. 40 - 41 - 42
- 18) Fit the body on to the chassis and assemble the fenders and the remaining accessories and finish items - Dwg n. 43.

Drawings are accompanied by explanatory texts and diagrams to further clarify the assembly instructions.

If you have done the job properly, what you now have is a perfect model of outstanding prestige.

If you are really skilled, you can finish the job by adding on all those small finish details for enhancing and calling the model your own.

We hope you have enjoyed making this model. If you have, that means we have been successful in our aim of combining pleasure with ownership of a first rate vintage car model.



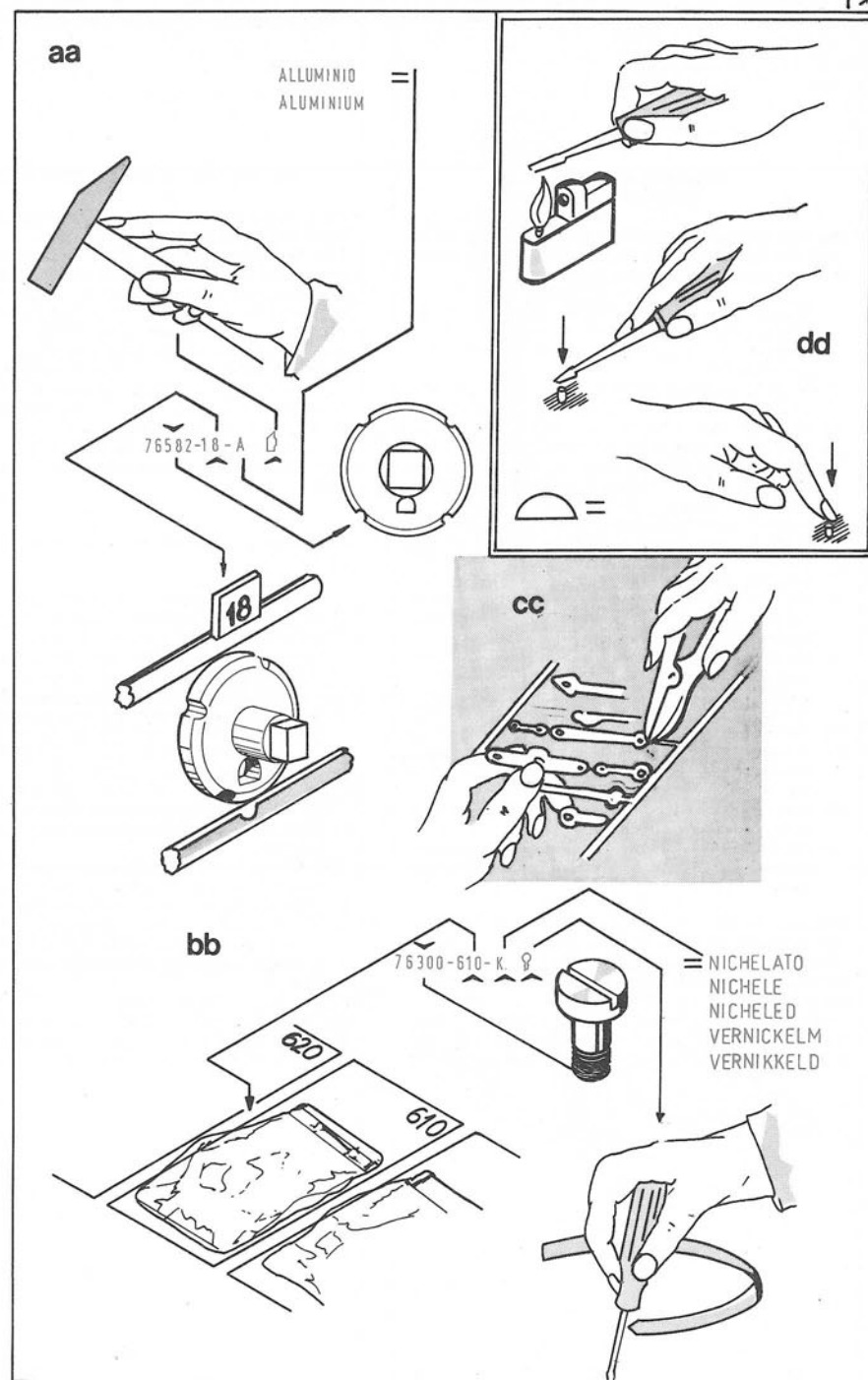
N. B. Abbiamo previsto che alcuni pezzi possono guastarsi e perdersi durante il montaggio per inesperienza o disattenzione. Ne abbiamo quindi messo un discreto numero più del necessario per aiutarVi maggiormente.

N.B. - An extra quantity of some of the components has been provided to cover the possibility that some parts may be accidentally damaged or lost during assembly owing to inexperience.

N.B. - Nous avons pensé que certaines pièces pouvaient s'abîmer ou se perdre au cours du montage, à cause du manque d'expérience ou du manque d'attention.

En conséquence, nous en avons mis un numéro plus important que celui normalement nécessaire afin de vous faciliter le travail.

N.B. - Es kann vorkommen, dass während der Montage irgend ein Teil unversehentlich beschädigt wird oder verloren geht. Um Ihnen in dieser Hinsicht behilflich zu sein, haben wir mehr Teile als Für den Zusammenbau an sich notwendig ist beigegeben.



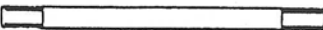
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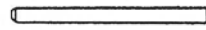
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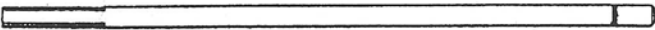
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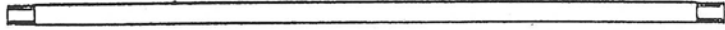
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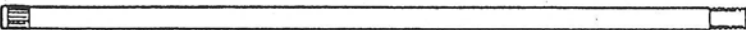
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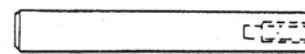
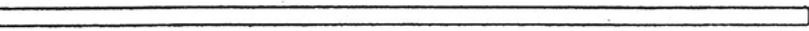
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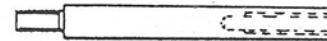
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76131

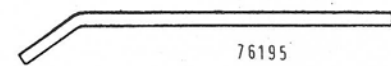
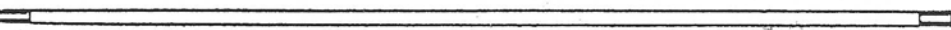


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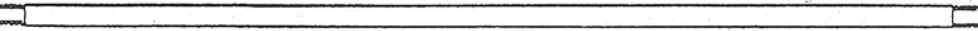
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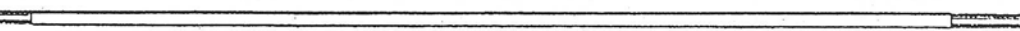


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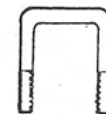
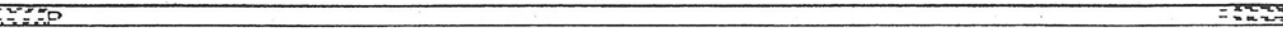


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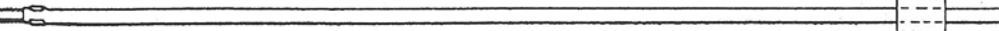


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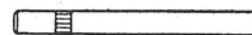
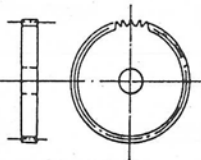


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SCALE 1:1

76151



76149



76155



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76172



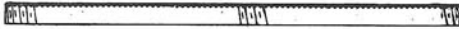
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76165



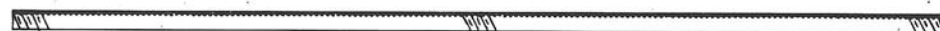
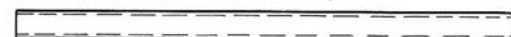
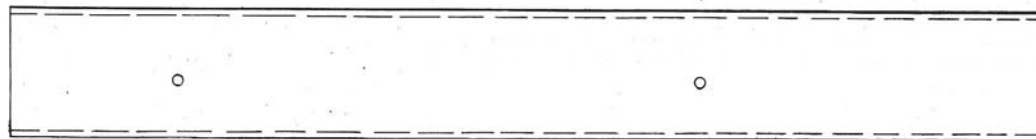
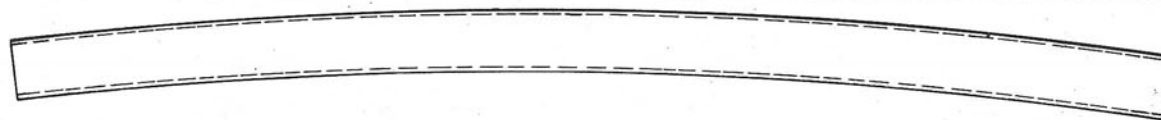
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76160



72166



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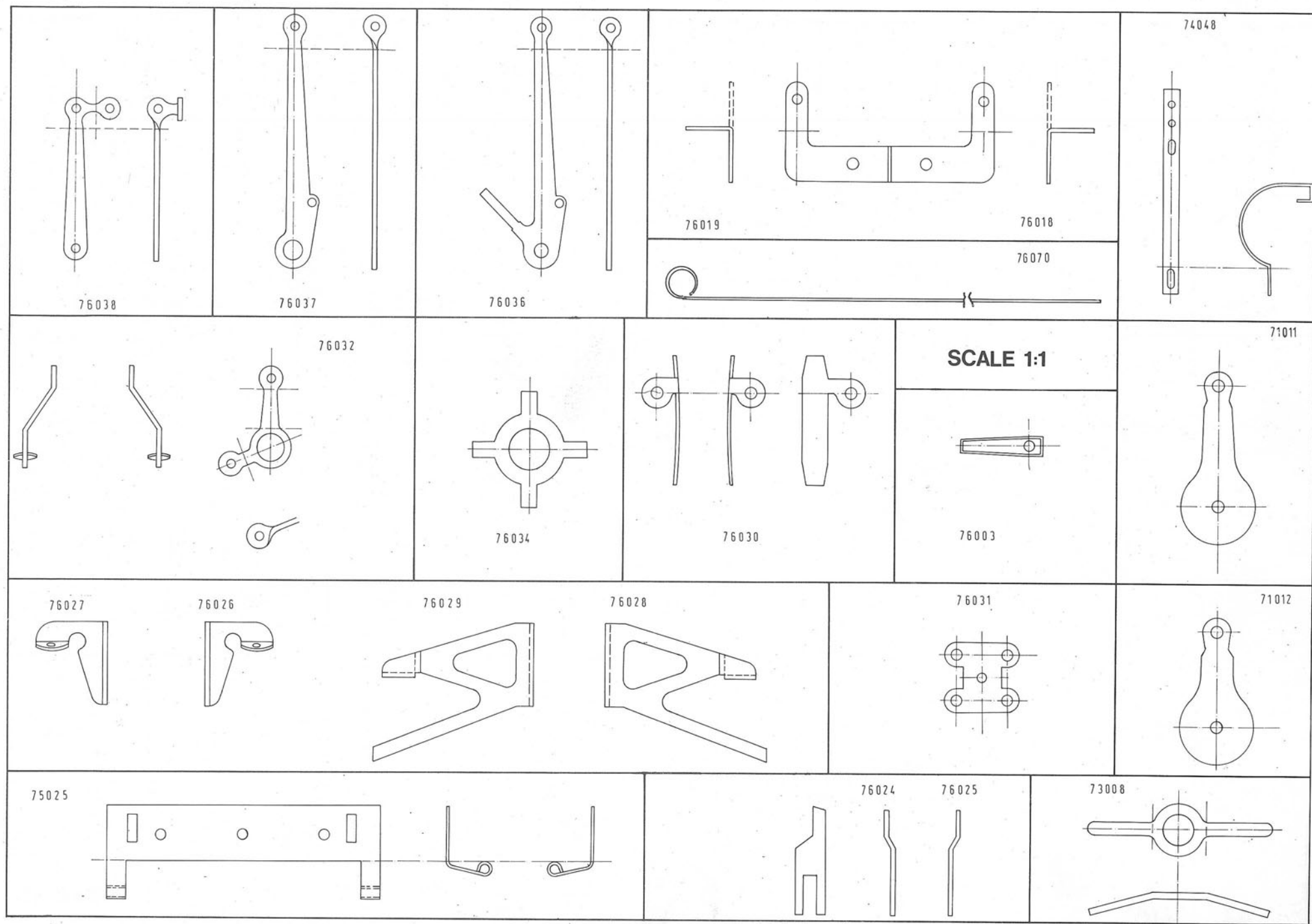
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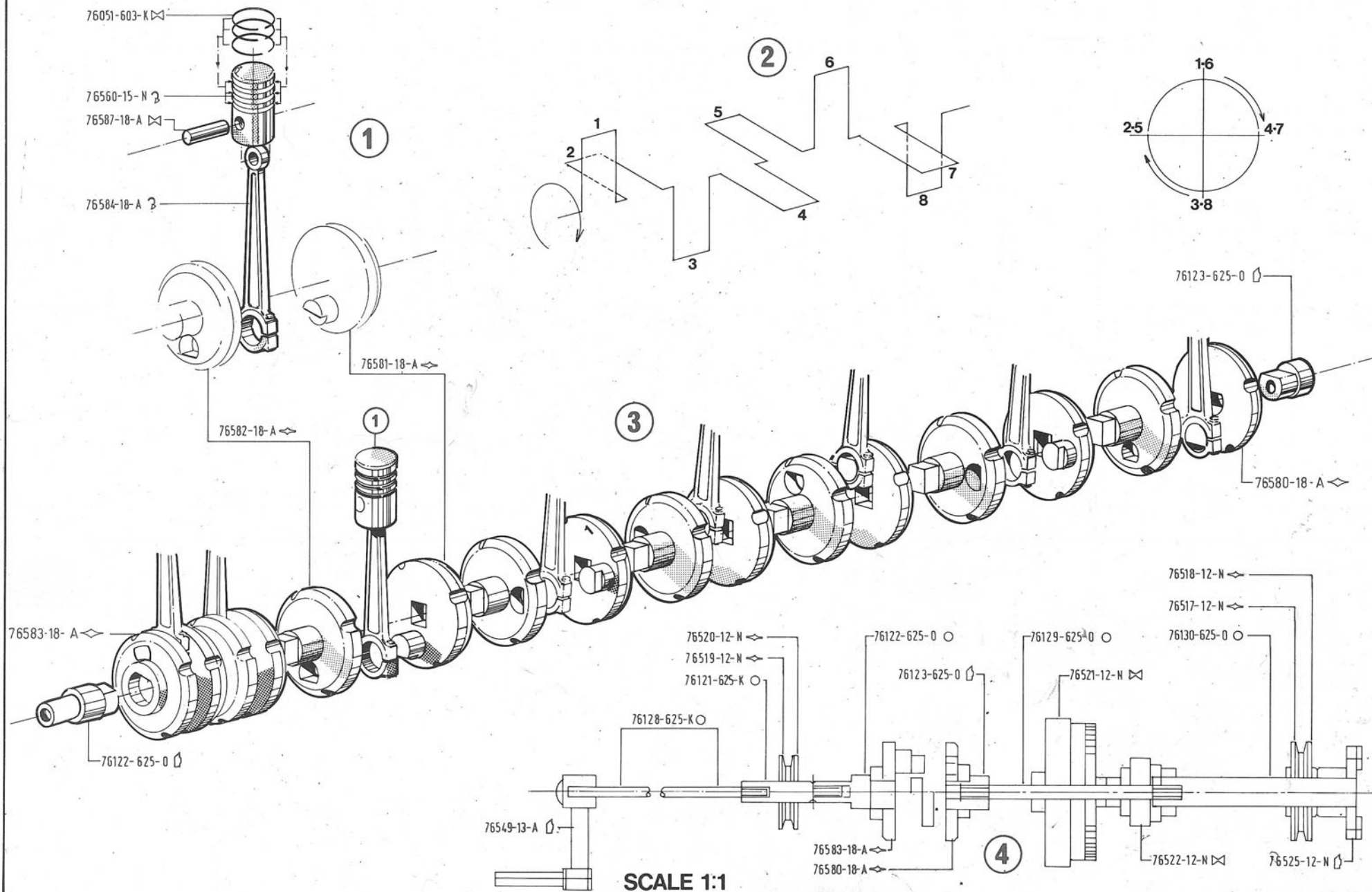
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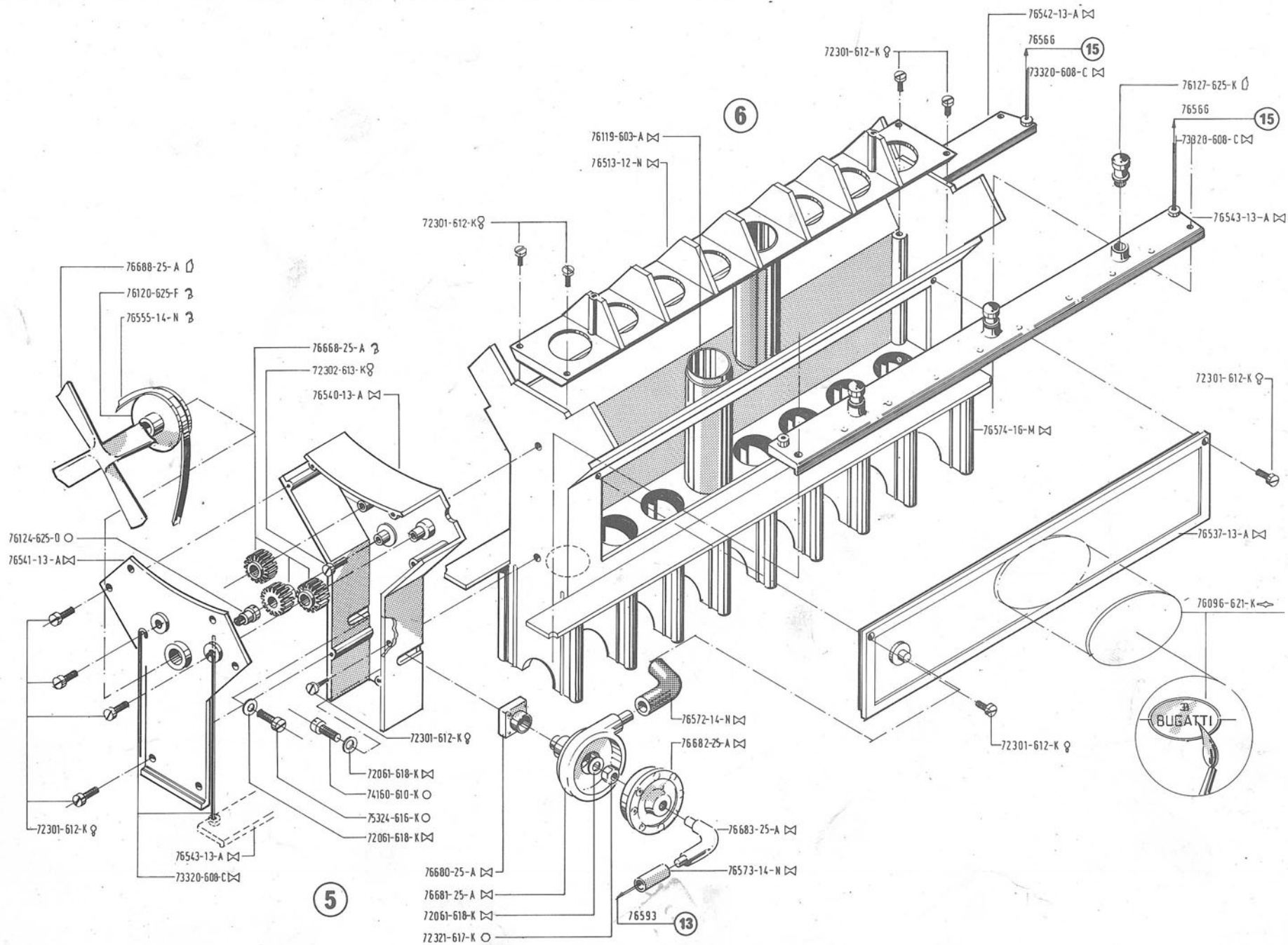
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76076	76086	76085	76091	76088	76078				
76080	76079	76099	76094	76083	76082				
76075	76072	76090	76095	76096					
SCALE 1:1									

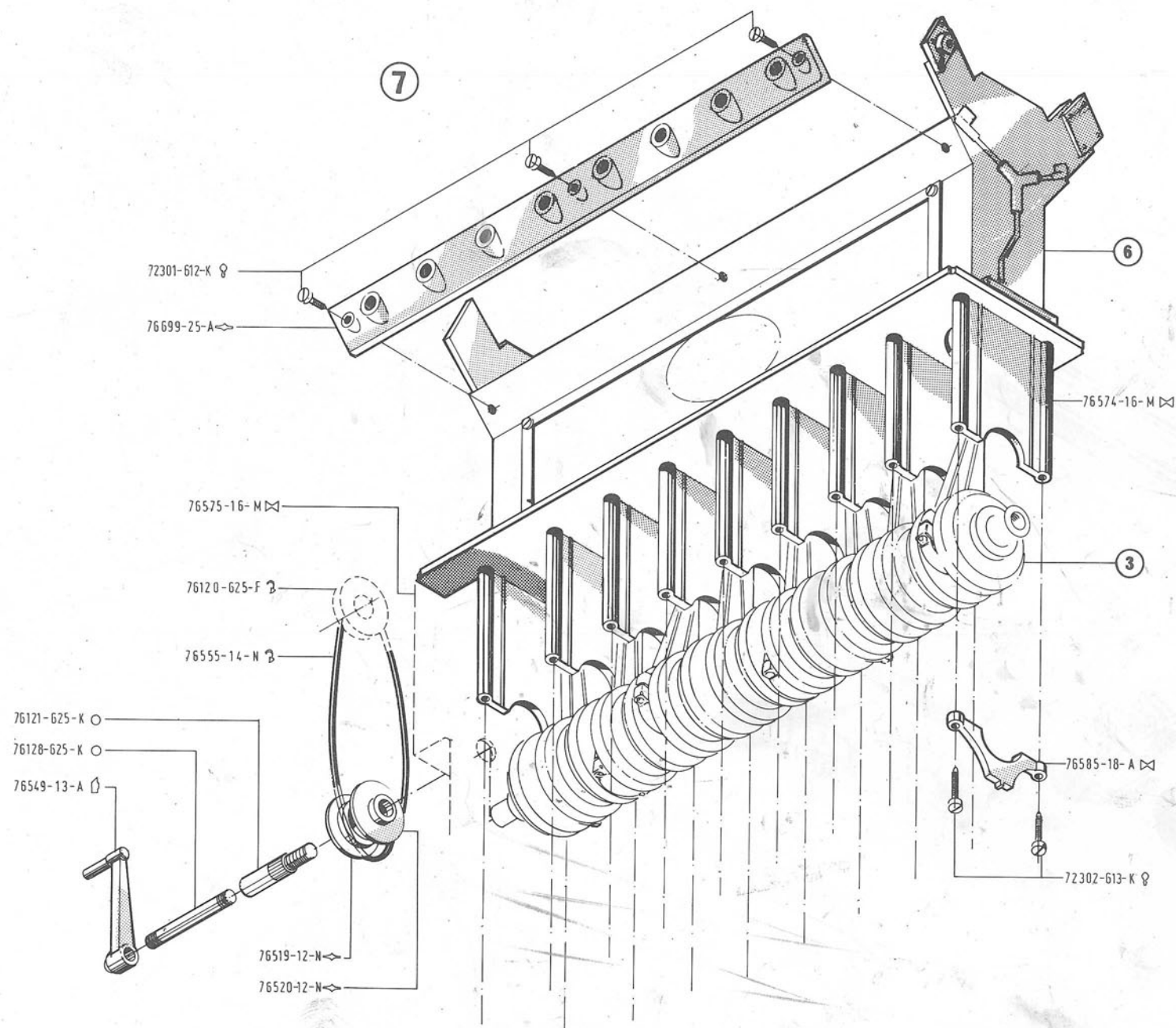


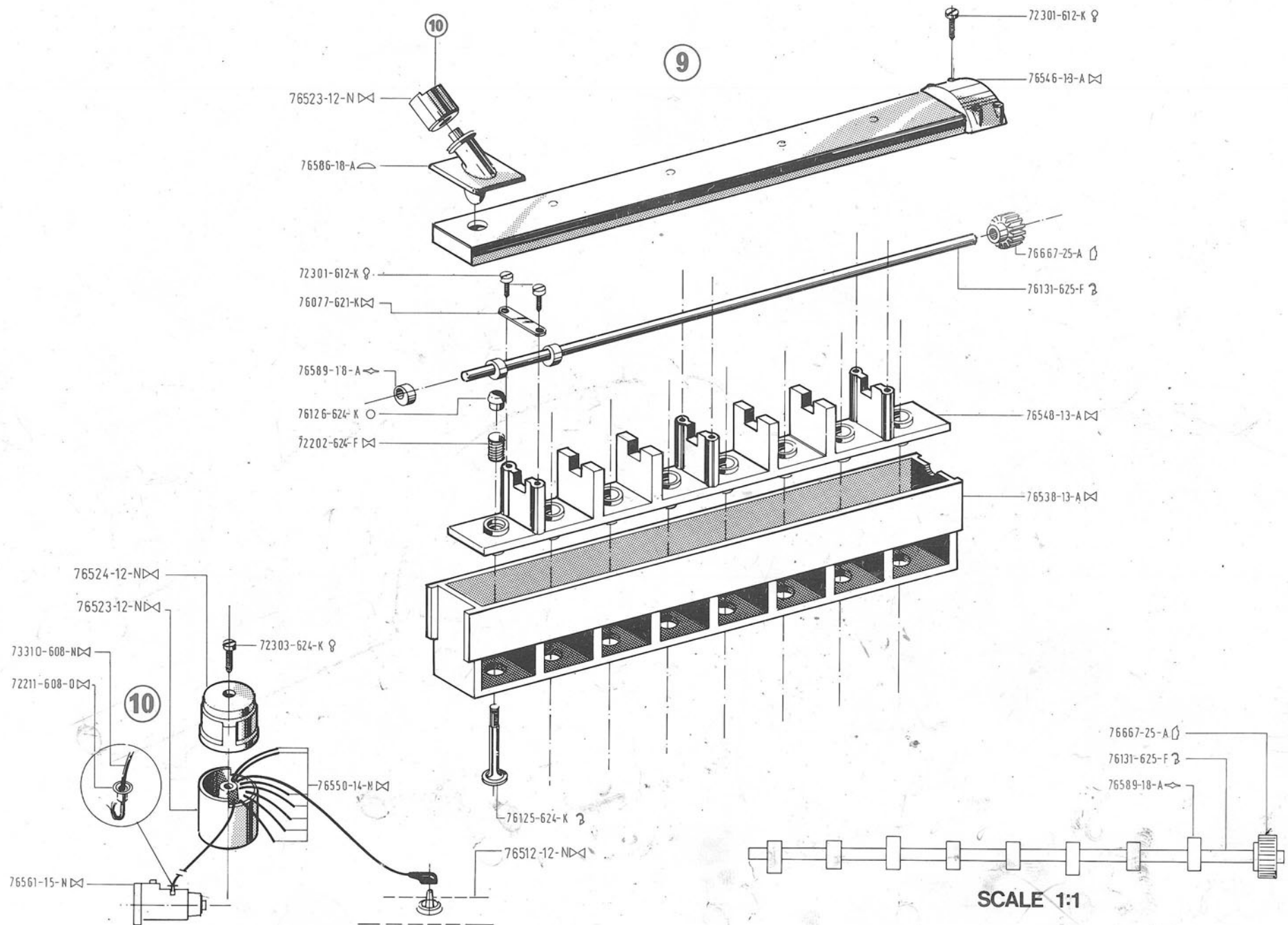
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74135	74134	76100	76126	76134	76133	76132	76115	76111	76106	76127	76150	76104	76123			
76152	76110	76148	76103	76136	76137	76138	76125	76101	76102	76122	76121	76112	76116			
76119	71107	76751	76148	76109	74120	76108	76120	76118	74113	76051	76147	78117	76114			
75109	74130	74300	76300	72301	72302	72303	72325	71151	75324	71308	74160	72321	74146	72061	74035	70253

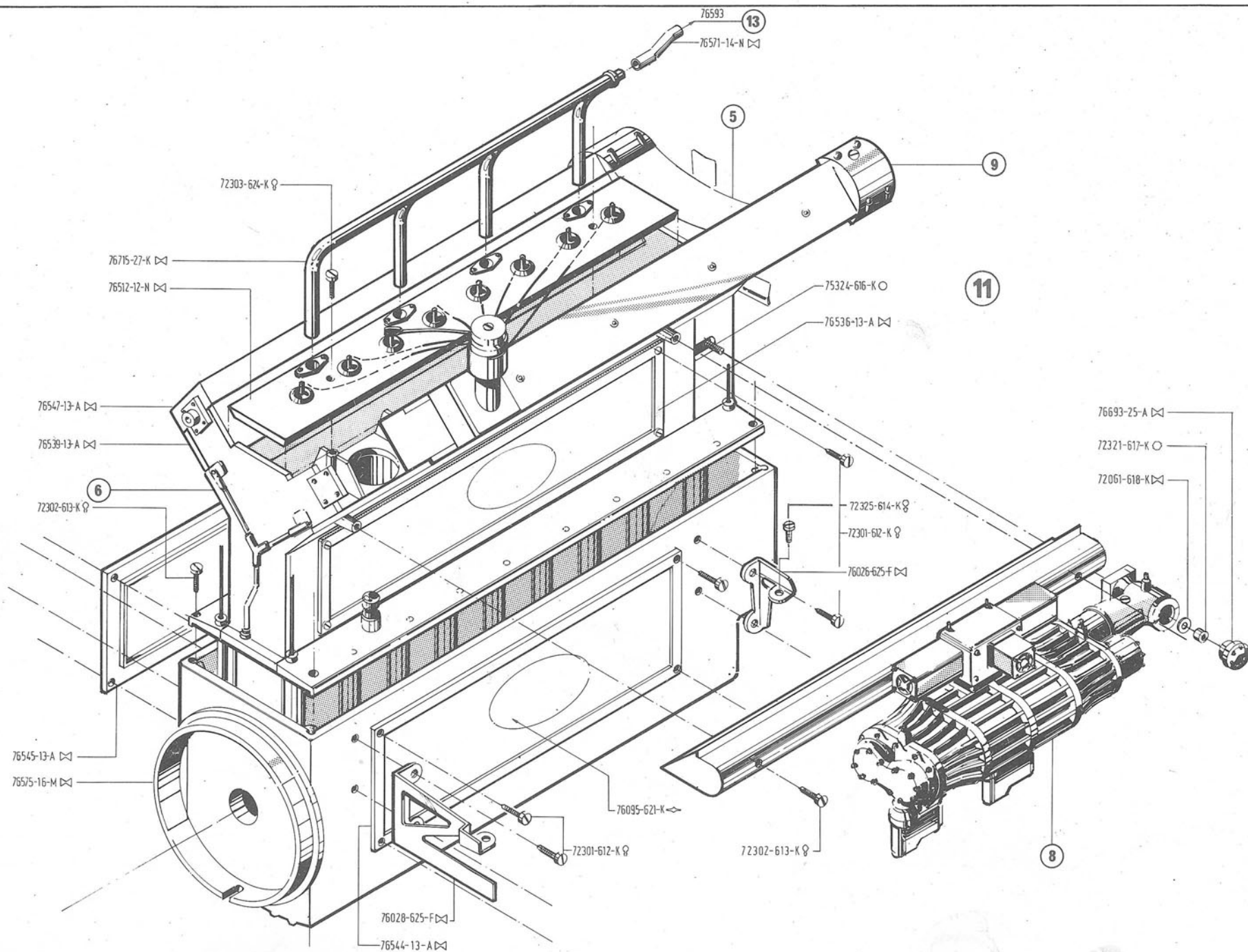
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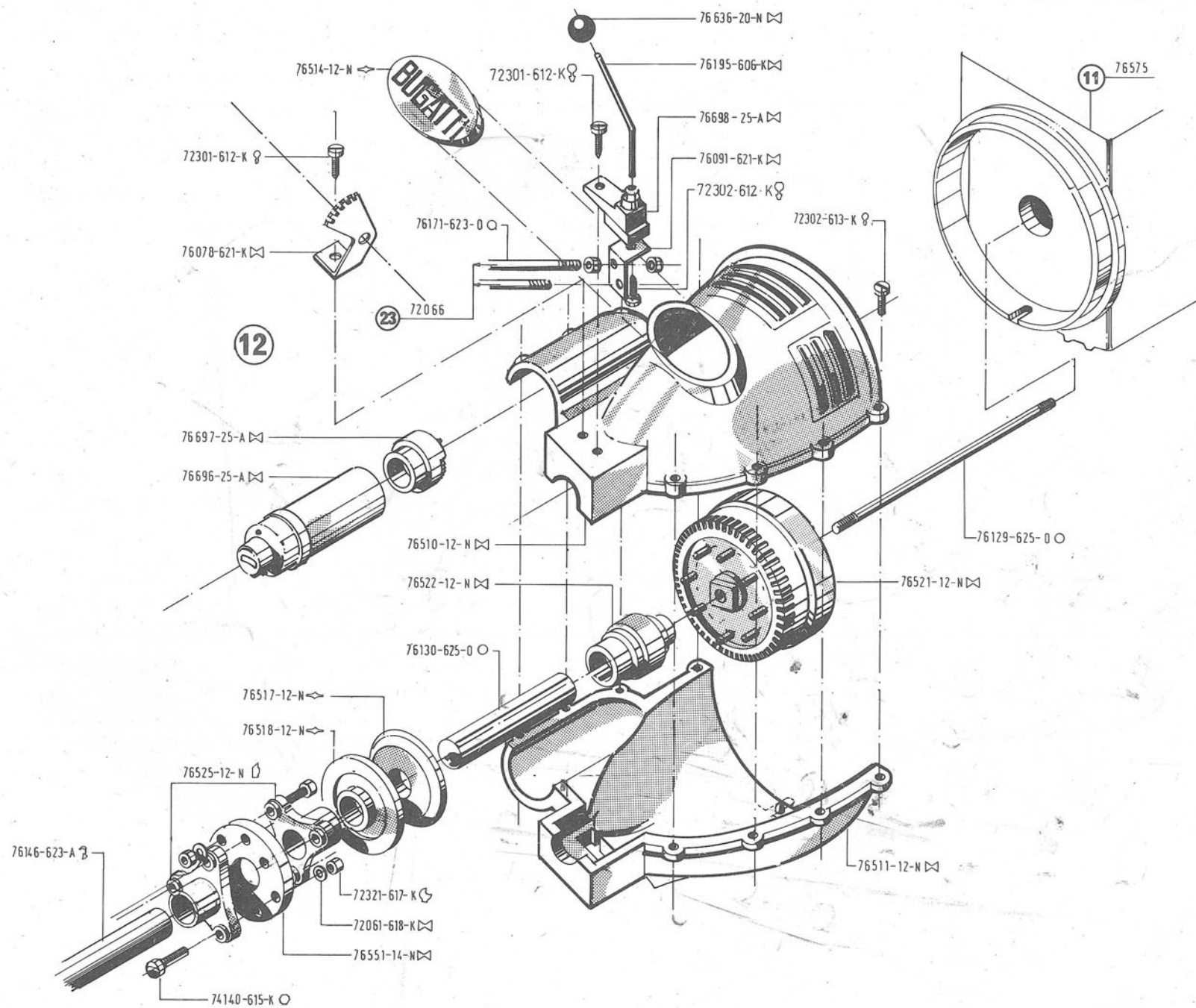


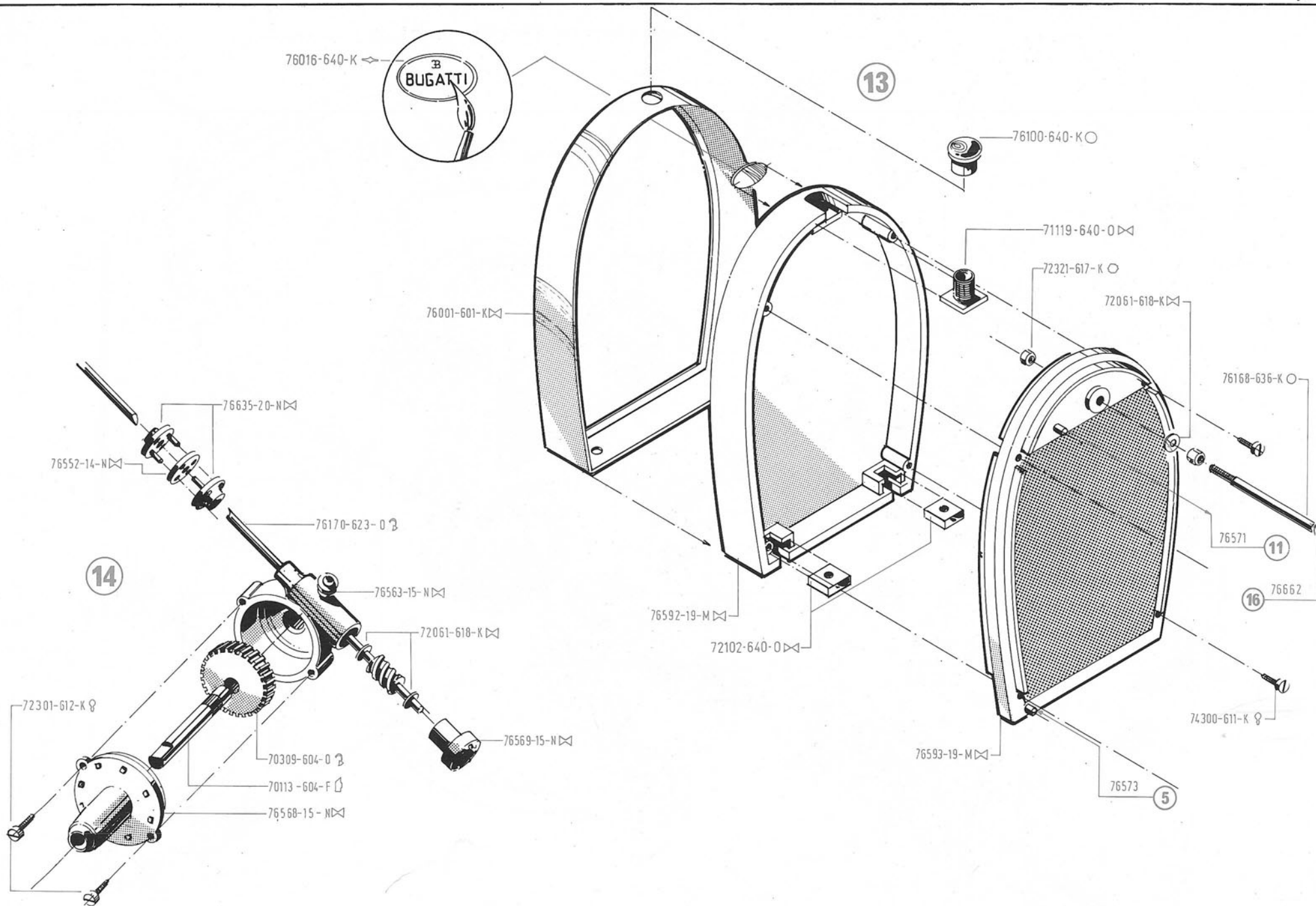


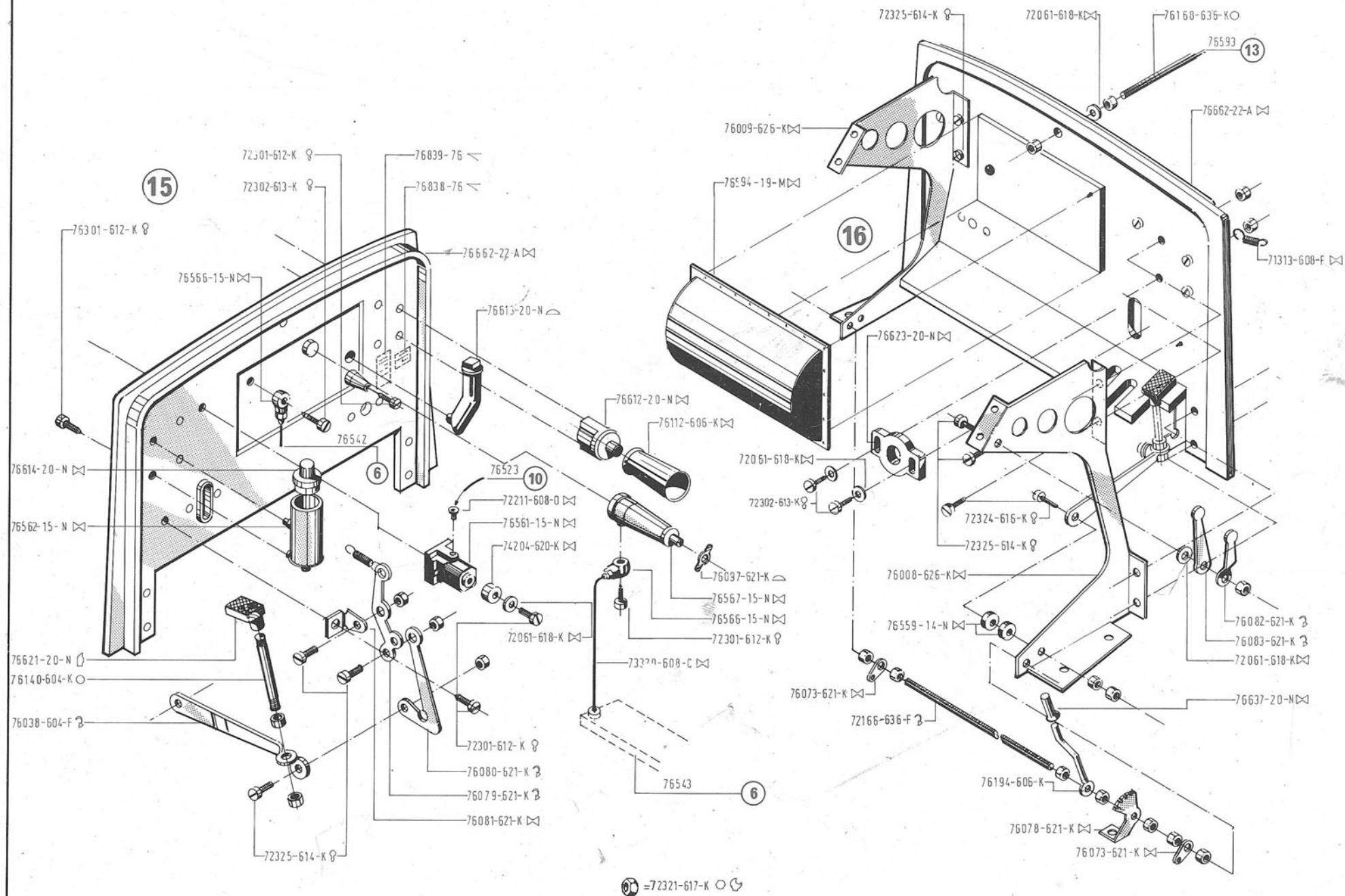


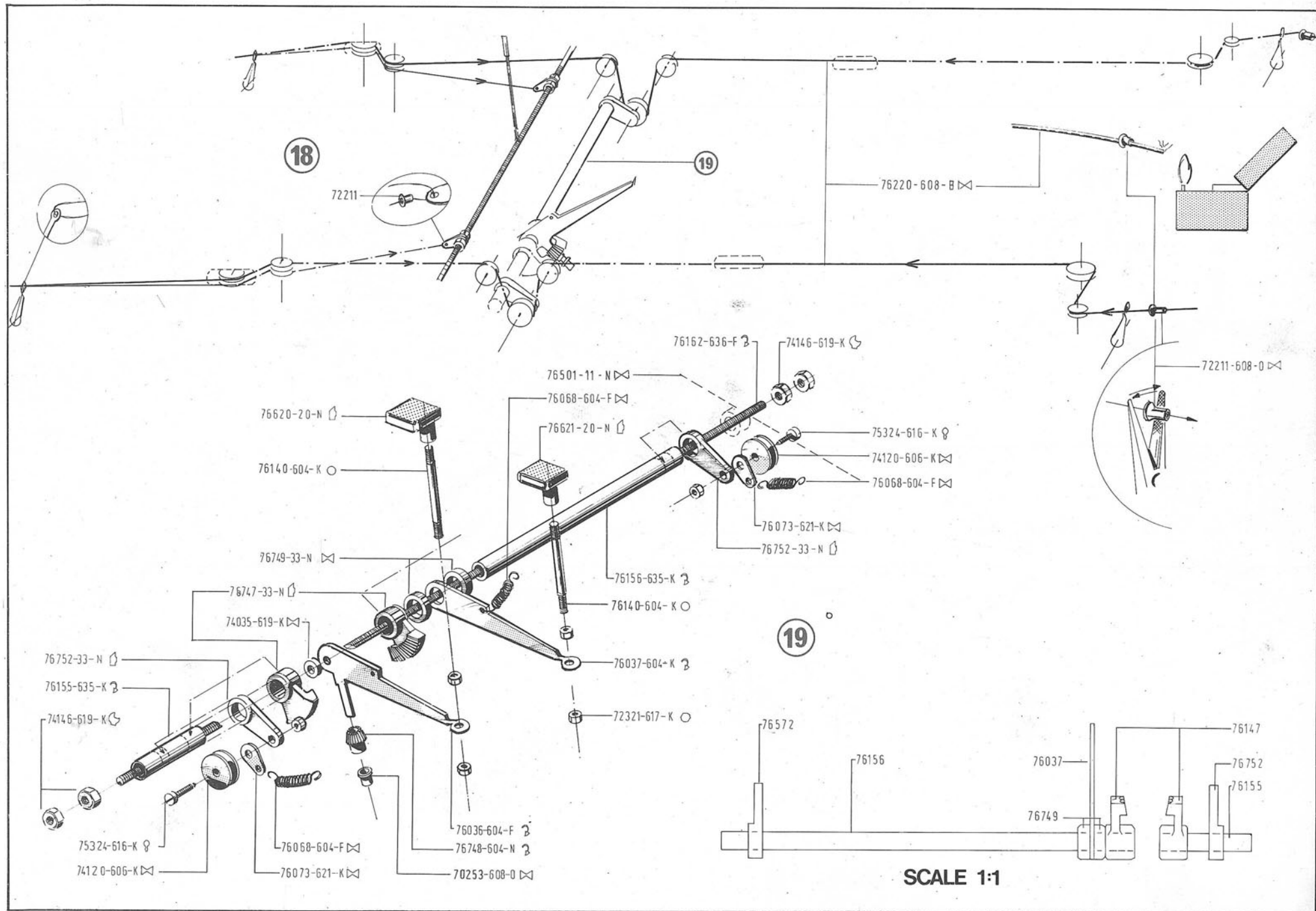


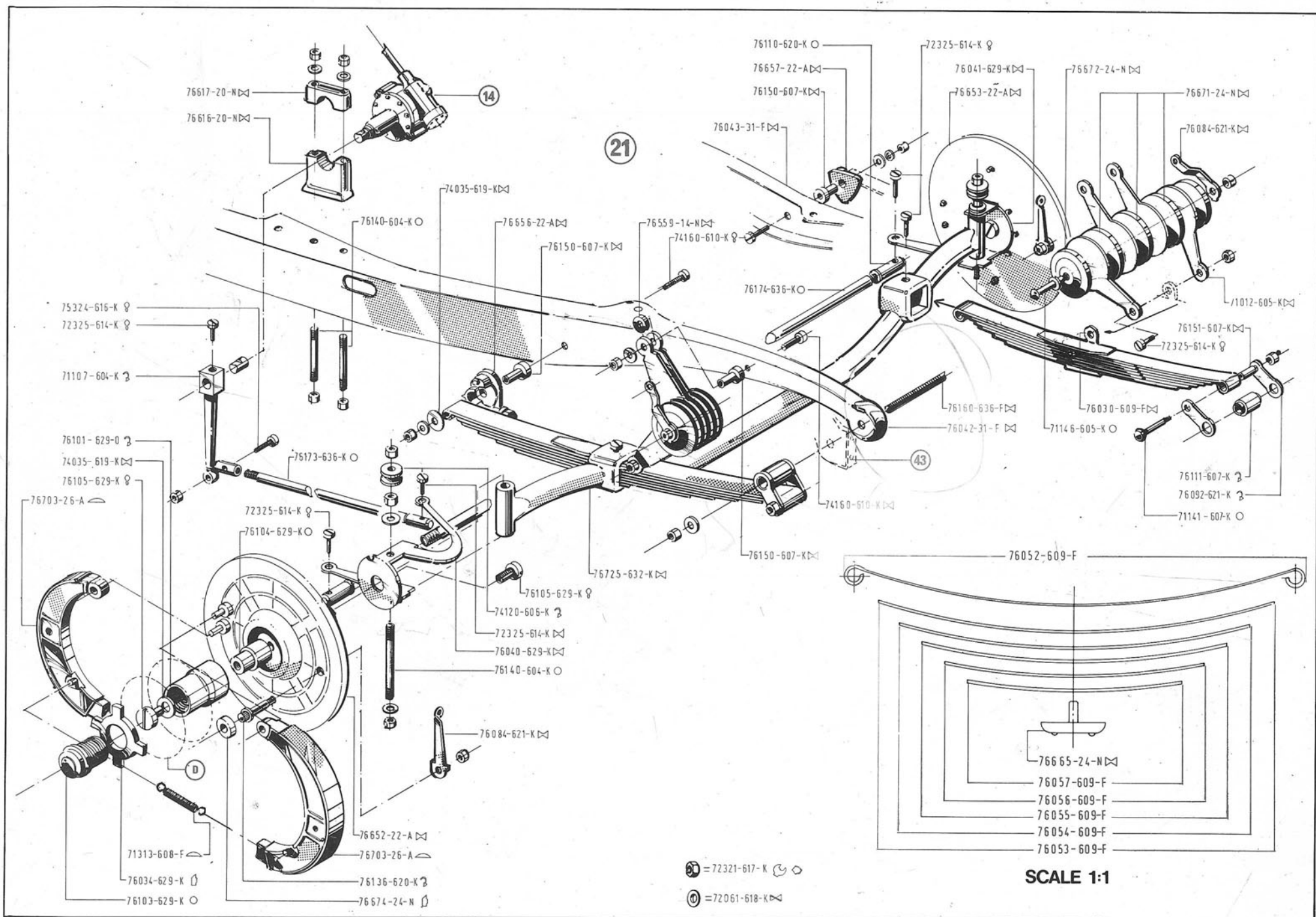


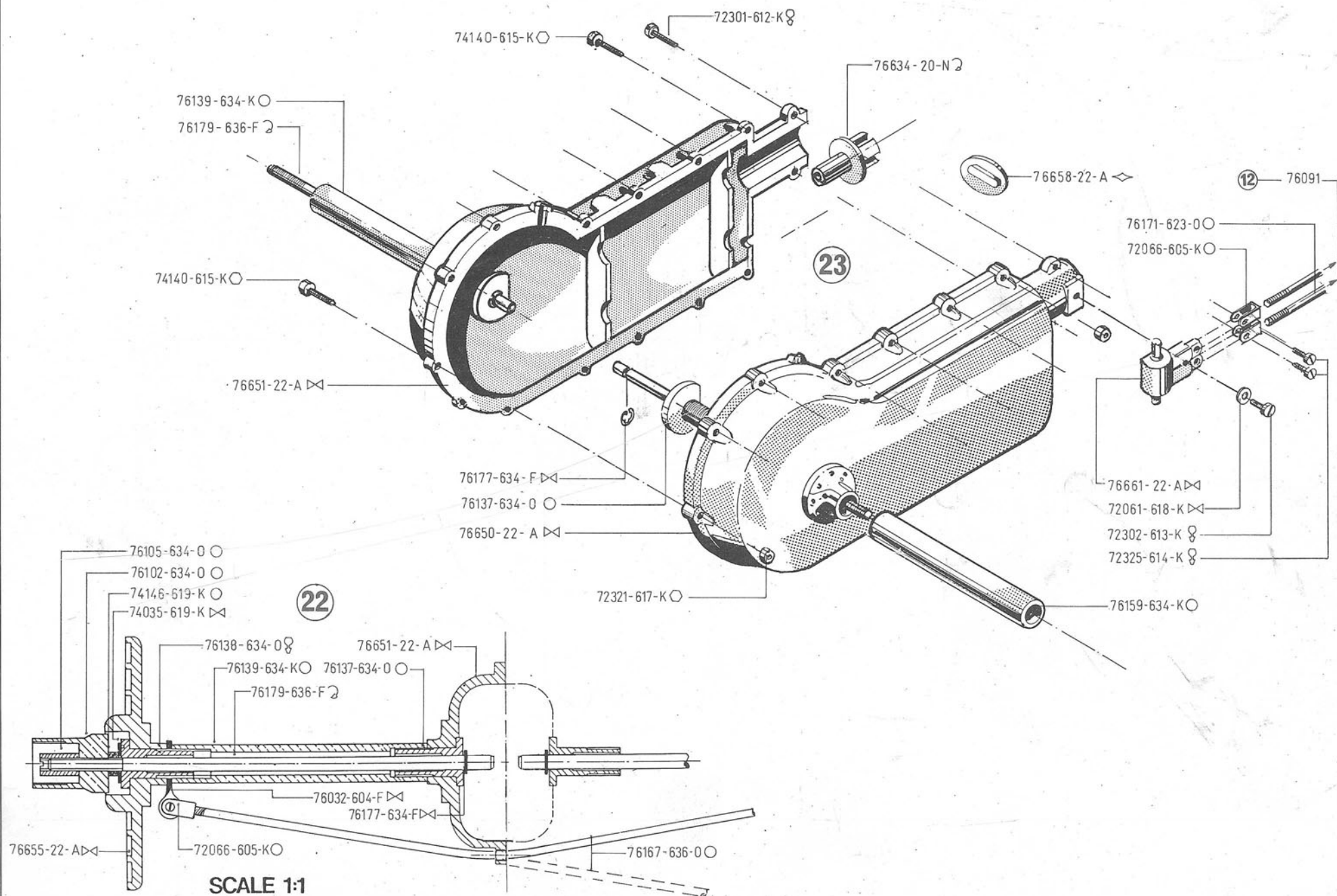


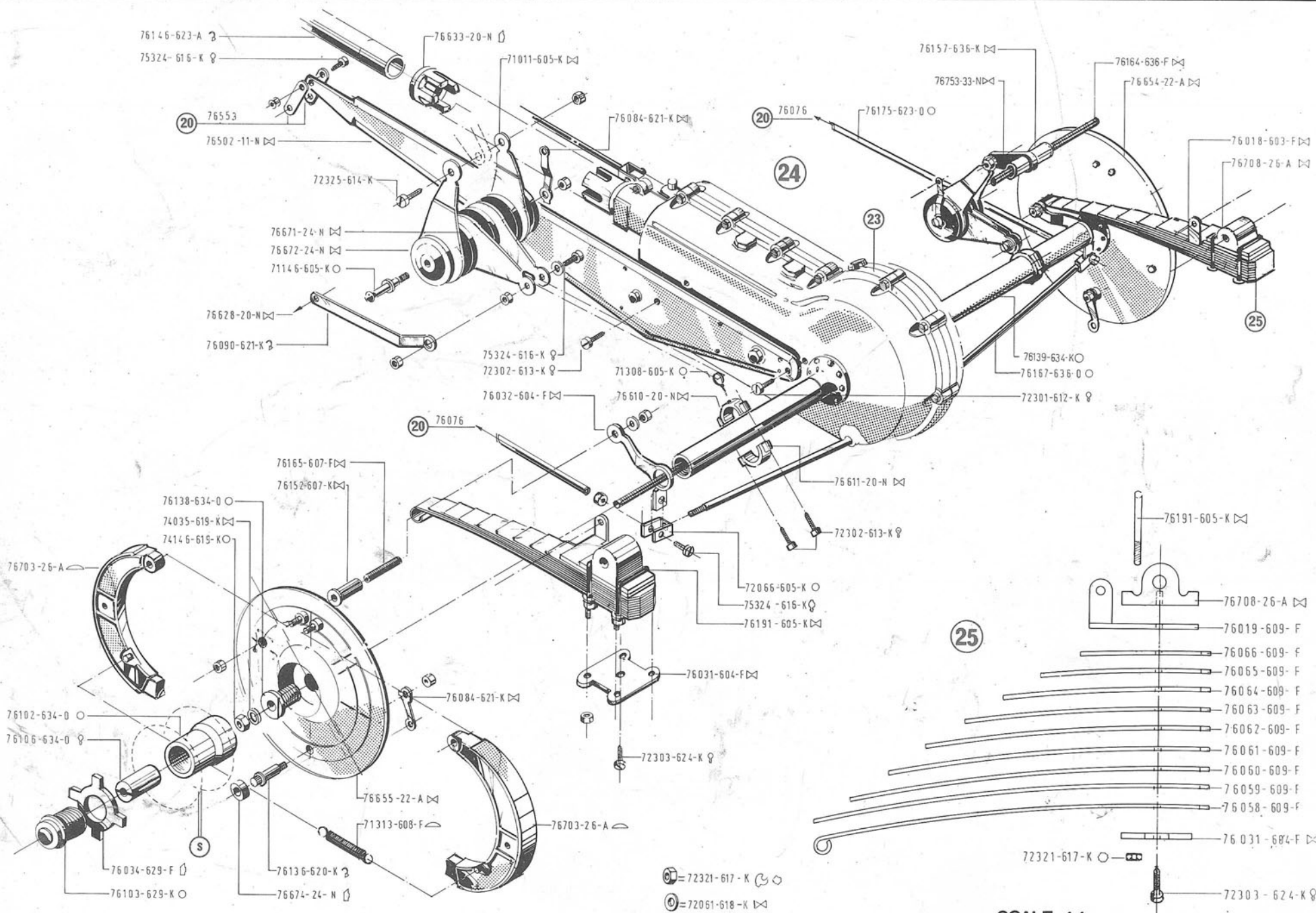




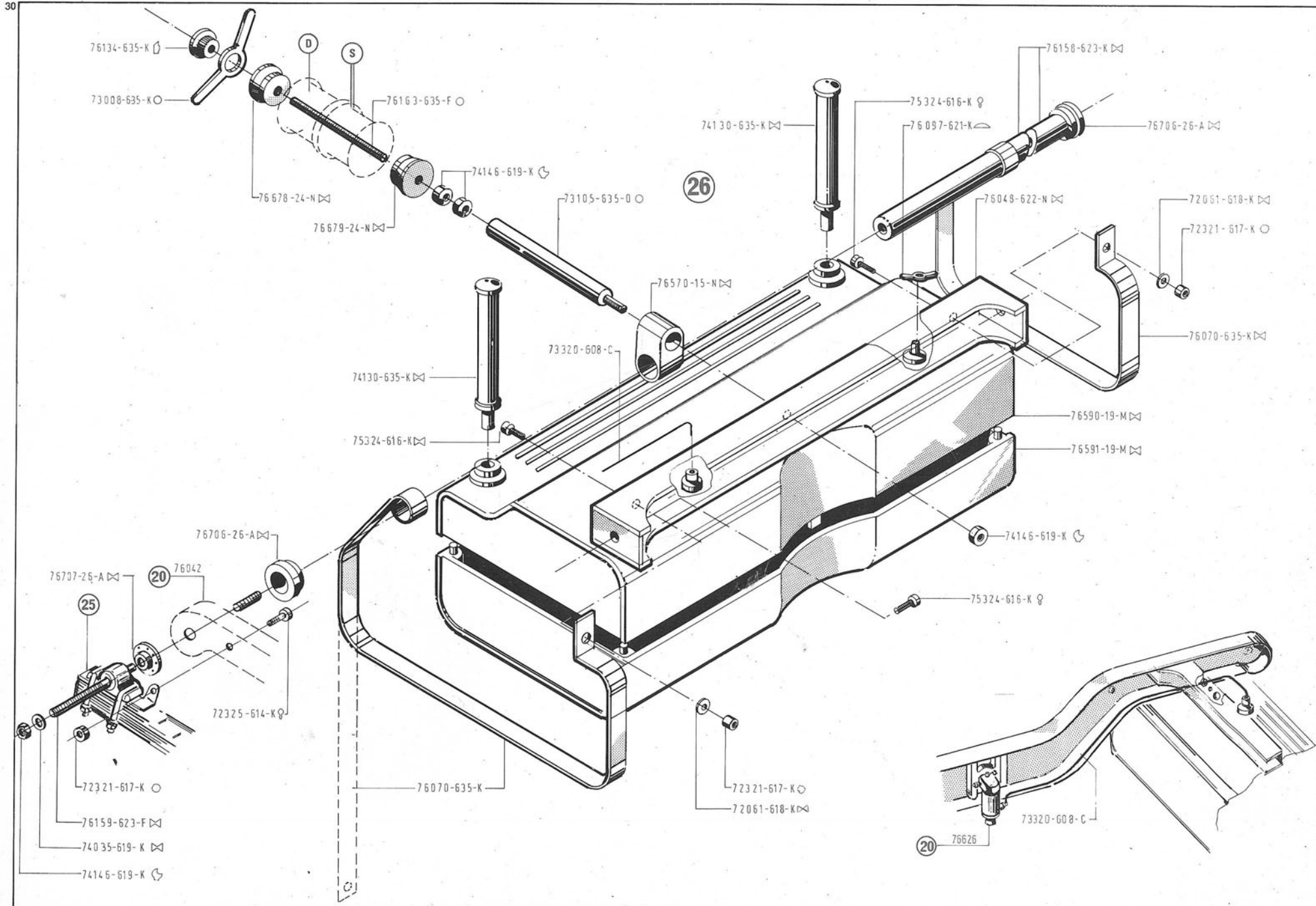


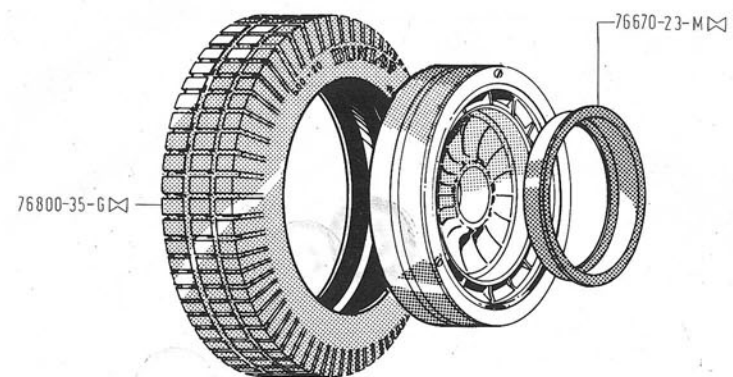
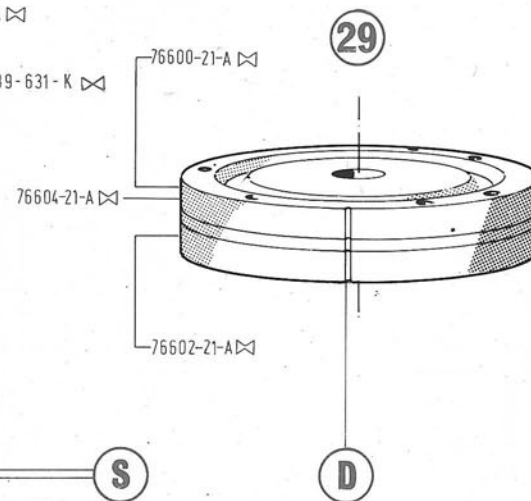
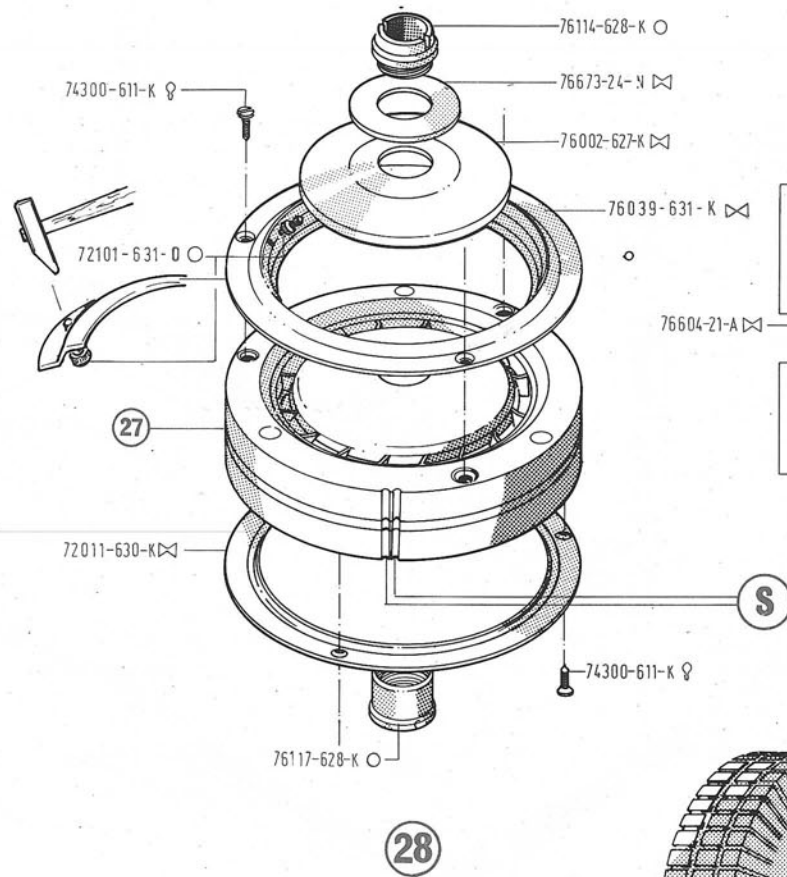
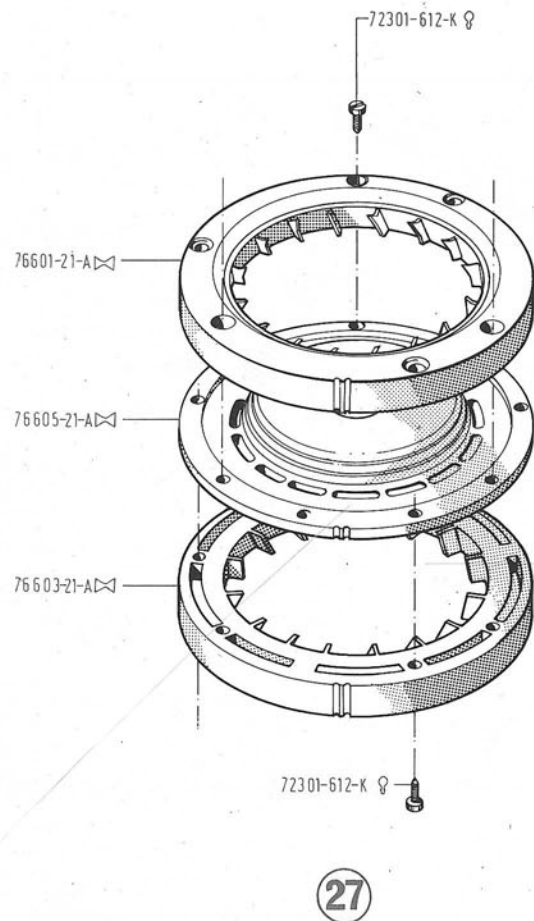






SCALE 1:1







MONTAGGIO DELLO CHASSIS DIS. 30-31

Dopo aver montato i vari gruppi come da disegni n. 11-12-13-14-17-19-20-21-24-26-28-29 procedere al montaggio dello chassis con il seguente ordine:

- 1) Montaggio del gruppo motore ai longeroni mediante le viti 71151 e i dadi 72321; chiudere fortemente.
- 2) Montaggio della campana frizione al motore servendosi di qualche goccia di collante.
- 3) Montaggio della traversa 76503 e del gruppo freno dis. 19 assicurandosi prima del perfetto funzionamento.
- 4) Montaggio delle traverse centrali 76047
- 5) Montaggio dello sterzo come da dis. 14
- 6) Montaggio della paratia dis. 15-16-17; fissarla bene ai longeroni mediante le viti 71151 ed i dadi 72321.
- 7) Montaggio della prima traversa anteriore 76153 alla quale avremo precedentemente fissato il 76088. Il tirante di fissaggio 76160 lo useremo nella fase di montaggio delle balestre e dei parafranghi dis. 21-43.
- 8) Montaggio del radiatore dis. 13 il quale va collegato alla paratia mediante il tirante 76168 dis. 13-16.
- 9) Montaggio dell'ultima traversa telaio 76158 la quale deve passare attraverso tutti i pezzi segnati nel dis. 26. Prima di bloccare con i dadi 74146 ricordarsi che va inserita anche la traversa 76048.
- 10) Montaggio del serbatoio della benzina dis. 26
- 11) Montaggio della traversa 76157 completa di leve e ammortizzatori posteriori; chiudere bene i dadi 74146
- 12) Montaggio dell'assale anteriore come dis. 21 e completare la tiranteria dello sterzo
- 13) Prima di montare l'albero di trasmissione 76146 assicurarsi che sia stata collocata la cinghia della dinamo 76554.

Completare lo chassis con il montaggio dei cavi freno, dis. 18, dei tubi di scarico dis. 30 e dell'impianto elettrico dis. 37.

Controllare il funzionamento dei vari organi meccanici ed elettrici.

Prima di montare le ruote ricordarsi che abbiamo quelle destre (1 tacca D) e quelle sinistre (2 tacche S).



MONTAGE DU CHASSIS DESSINS 30-31

Après avoir achevé les sous-assemblages (conformément aux dessins 11 - 12 - 13 - 14 - 17 - 19 - 20 - 21 - 24 - 26 - 28 - 29), procédez de la façon la suivante:

- 1) Montez le bloc moteur sur les longerons au moyen des vis 71151 et des boulons 72321; serrez fortement.
- 2) Montez le carter d'embrayage sur le moteur en utilisant quelques gouttes de colle.
- 3) Montez la traverse 76503 et le système de freinage selon le dessin 19 et assurez-vous qu'il fonctionne correctement.
- 4) Montez les traverses centrales 76047
- 5) Installez le mécanisme de direction selon le dessin 14
- 6) Installez les cloisons dessins 15-16-17. Fixez-les bien aux longerons avec le vis 71151 et les boulons 72321.
- 7) Montez la traverse avant 76153 sur laquelle on a précédemment fixée la partie 76088. La barre de tension et de fixation 76160 est utilisée pour le montage des ressorts et des gard-boues selon les dessins 21-43.
- 8) Montez le radiateur selon le dessin 13 qui doit être fixé par la barre de tension 76168 conformément aux dessins 13 et 16
- 9) Montez la dernière traverse 76158 qui doit passer à travers tous les éléments figurant sur le dessin 26. Avant de bloquer les boulons, notez que la traverse 76048 doit être mise en place.
- 10) Installez le réservoir d'essence selon le dessin 26
- 11) Montez la traverse 76157 complétée des leviers et des amortisseurs, serrez fortement les boulons
- 12) Montez le train avant selon le dessin 21 et compléter les barres de tension du volant
- 13) Montez au préalable l'arbre de transmission 76146; assurez-vous que la courroie de la dynamo 76554 a bien été mise en place.

Terminez l'assemblage en installant les cables de frein selon le dessin 18 et les tuyaux de décharge selon le dessin 30 ainsi que l'installation électrique, dessin 37. Contrôler le bon fonctionnement des éléments électriques et mécaniques. Avant de monter les roues, rappelez-vous que celles de droite sont marquées par un D et celles de gauche par deux S.



HOW TO ASSEMBLE CHASSIS DWG. 30-31

After making the assemblies shown on dwg 11-12-13-14-17-19-20-21-24-26-28-29, assemble the chassis in the following order:

- 1) Assemble the engine to the side members using screws 71151 and nuts 72321 and tighten firmly.
- 2) Assemble the clutch bell to the engine using a few drops of glue.
- 3) Assemble cross member 76503 and brake assembly dwg 19 after first making sure it works properly.
- 4) Assemble centre cross members 76047.
- 5) Assemble the steering as shown on dwg 14.
- 6) Assemble fireproof panel dwg 15 - 16 - 17 and secure firmly to the side members using screw 71151 and nuts 72321.
- 7) Assemble the first front cross member 76153 with part 76088 already on it. Tie rod 76160 will be used when assembling the leaf springs and fenders dwg 21-43.
- 8) Assemble radiator dwg 13 and connect it to the fireproof panel using tie rod 76168 dwg 13-16.
- 9) Assemble the last frame cross member 76158 which should fit through all the parts shown on dwg 26. Remember cross member 76048 must also be assembled before tightening nuts 74146.
- 10) Assemble the petrol tank dwg 26.
- 11) Assemble cross member 76157 complete with levers and rear dampers and tighten nuts 74146 firmly.
- 12) Assemble the front axle shaft as per dwg 21 and complete the steering links.
- 13) Before assembling propeller shaft 76146, make sure the dynamo belt 76554 has been fitted in place.

Complete the chassis by assembling brake cables dwg 18, exhaust pipes dwg 30 and electric system dwg 37. Check the mechanical and electrical parts work properly. Before assembling the wheels, remember the right-hand ones are marked with 1 right-hand notch and the left-hand ones with 2 left-hand notches.

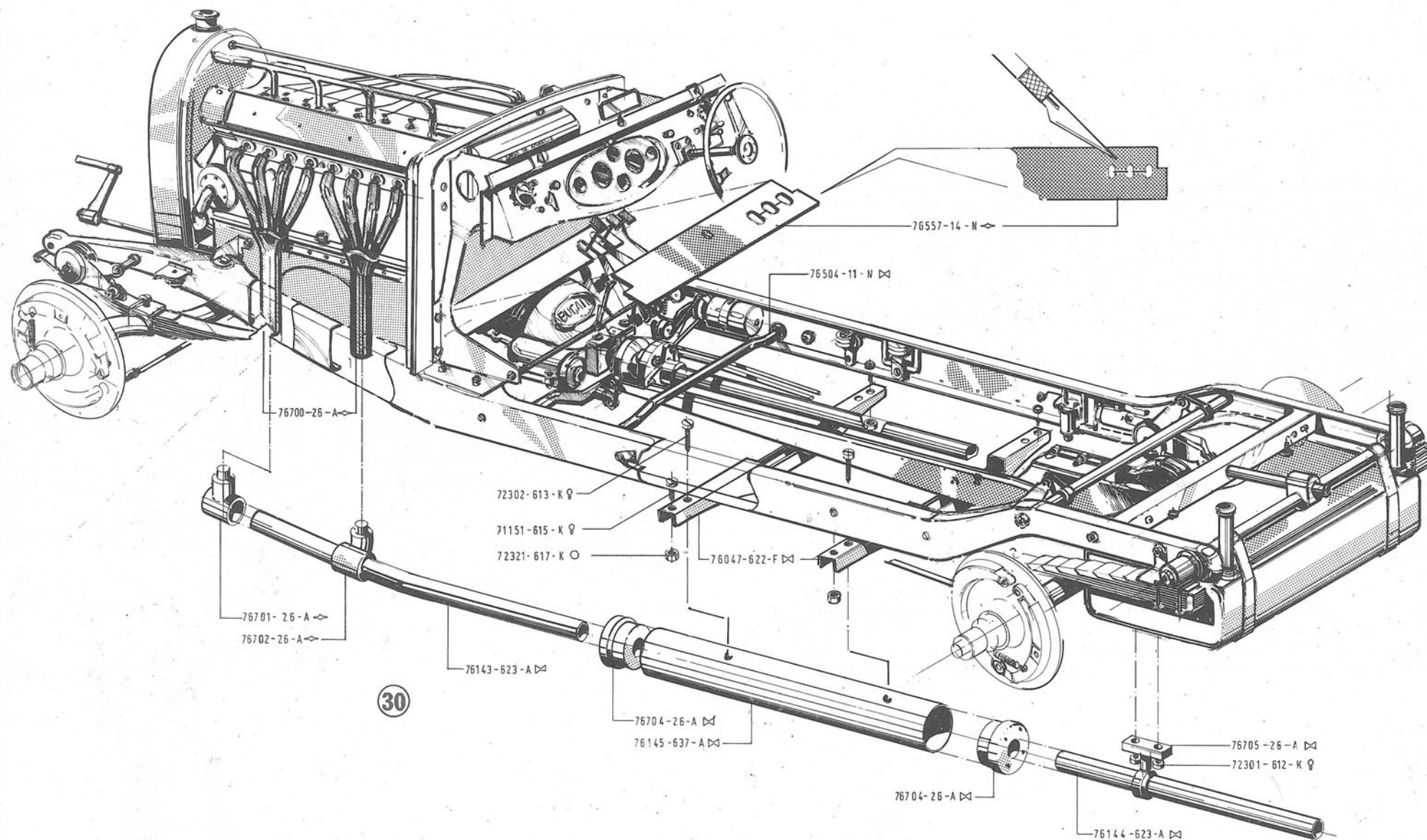


ZUSAMMENBAU DES CHASSIS ZCHNG. 30-31

Nach der Montage der verschiedenen Gruppen nach Zchg. Nr. 11-12-13-14-17-19-20-21-24-26-28-29 ist das Chassis wie folgt zusammenzubauen:

- 1) Einbau des Motoraggregates unter Befestigung und den Längsträgern mittels der Schrauben 71115 und Muttern 72321, die fest anzuziehen sind.
- 2) Anbau der Kupplungsglocke an den Motor unter Verwendung einiger Leimtropfen.
- 3) Einbau der Traverse 76503 und der Bremse Zchng. 19 unter Kontrolle deren einwandfreier Funktion.
- 4) Einbau der mittleren Traversen 76047.
- 5) Einbau der Lenkung nach Zchng. 14.
- 6) Einbau der Trennwand Zchng. 15 - 16 - 17; diese ist mittels der Schrauben 71151 und Muttern 72321 und die Längsträger zu befestigen.
- 7) Einbau der vorderen Traverse 76153 nach vorherigem Befestigen des Teils 76088. Die Zugstange 76160 wird später beim Einbau der Blattfedern und der Kotschützer nach Zchng. 21-43 verwendet.
- 8) Einbau des Kühlers Zchng. 13; dieser ist an die Trennwand mittels der Zugstange 76168 Zchng. 13 - 16 zu befestigen.
- 9) Einbau der letzten Rahmentraverse 76158, die durch alle auf der Zchng. 26 dargestellten Teile hindurchzuführen ist. Vor dem Festziehen der Muttern 74146 ist auch die Traverse 76048 einzusetzen.
- 10) Einbau des Kraftstofftanks Zchng. 26.
- 11) Einbau der Traverse 76157 kpl. mit Hebeln und hinteren Stossdämpfern; die Muttern 74146 fest anziehen.
- 12) Einbau der Vorderachse nach Zchng. 21 und das Lenkgestänge vervollständigen.
- 13) Vor dem Einsetzen der Übertragungswelle 76146 ist zu kontrollieren, dass der Lichtmaschinenriemen 76554 montiert ist.

Anschließend sind noch die Bremskabel Zchng. 18, die Auspuffrohre Zchng. 30 und die elektrische Anlage Zchng. 37 anzubringen. Die verschiedenen mechanischen und elektrischen Gruppen auf einwandfreie Funktion prüfen. Beim Einbauen der Räder darauf achten, dass die rechten Räder einen Einschnitt und die linken 2 Einschnitte haben.



I

VERNICIATURA DELLA CARROZZERIA DIS. 32

Trattandosi di una vettura in due colori è necessario, almeno in parte, verniciare la carrozzeria.

Per rendervi più semplice questa operazione, abbiamo pensato di fornire tutti i pezzi della carrozzeria già nel colore originale di fondo, si tratta quindi di procurarvi solamente un po' di vernice di colore argento. Facciamo notare che tutti i pezzi della carrozzeria, sono di materiale plastico particolarmente duro (ABS); non esistono quindi particolari problemi sulla scelta del tipo di vernice. Particolarmente adatte sono le vernici a base di resina sintetica, fornite in confezione spray, reperibili presso tutti i migliori negozi di hobby-modellismo. Chi fosse in possesso di un compressore, di una pistola a spruzzo e naturalmente di una buona abilità, si troverebbe nella possibilità di una riuscita perfetta; in questo caso si consiglia dello smalto rapido per carrozzeria.

Per la verniciatura della carrozzeria procedere nel seguente modo:

- 1) Preparare tutti i pezzi da verniciare che compongono la carrozzeria e rifinire con carta vetro molto fine le eventuali imperfezioni e sbavature dei bordi.
- 2) Ricoprire come da dis. 23 le parti che dovranno rimanere in colore blu sia nella scocca che nei particolari che la compongono. Per facilitare questa operazione, abbiamo incluso nel Kit delle maschere adesive già preventivamente tagliate che riproducono fedelmente le linee curve che devono essere verniciate: per il resto da ricoprire basterà far uso di comune carta velina o pezzi di giornale come si usa per le normali carrozzerie di automobile. Per ottenere una bella verniciatura a due tinte assicurarsi con cura che i bordi delle singole maschere adesive siano ben aderenti alle superfici in plastica onde evitare che la vernice possa filtrare e creare quindi delle sbavature ed irregolarità.
- 3) Prima di applicare la vernice sui pezzi, si raccomanda di provare su dei campioni la vernice stessa, tenendo presente che è molto importante la distanza fra la fonte di spruzzo e il pezzo da verniciare.
- 4) Dopo una prima applicazione di vernice, che si consiglia sottile ed uniforme, si può ripetere l'operazione alla distanza di tempo che troverete segnata nelle istruzioni riprodotte sul contenitore della vernice.
- 5) Lasciar passare il tempo necessario per una completa essiccazione della vernice.
- 6) Togliere gli adesivi e carta di protezione; se avete lavorato bene vi troverete fra le mani dei pezzi che valorizzeranno un modello di notevole pregio.

F

PEINTURE DE LA CARROSSERIE: DESSIN 32.

Comme il s'agit d'un modèle en deux couleurs, il est obligatoire, ou moins en partie, de peindre la carrosserie. Afin de vous faciliter cette opération, nous avons pensé à vous fournir les éléments de carrosserie dans la couleur de base.

Vous n'avez qu'à vous fournir en peinture.

Notez bien que tous les éléments de carrosserie sont en plastique particulièrement dur (ABS) et qu'il n'y a aucun problème au sujet du type de peinture à utiliser. Les peintures à base de résine conviennent particulièrement. Vous les trouverez en bombe dans tous les magasins de modèles réduits.

Si vous avez un compresseur et un pistolet, vous obtiendrez naturellement un bon résultat: dans ce cas, nous vous suggérons de peindre entièrement la carrosserie.

Pour peindre la carrosserie, procédez comme suit:

- 1) Préparez tous les éléments de carrosserie en ébavurant soigneusement les bords avec un fin papier de verre.
- 2) Préservez comme indiqué sur le dessin 23 tous les éléments de couleur bleu. Pour faciliter cette opération, nous joignons dans le kit d'assemblage quelques éléments d'adhésif prédécoupés reproduisant exactement les lignes courbes qui sont à peindre. Pour les autres éléments, il suffit d'utiliser du papier en ordinaire, comme on fait pour une véritable carrosserie automobile. Pour obtenir un bon résultat deux couleurs, assurez-vous que les bords de l'adhésif collent bien aux surfaces plastiques, de façon à éviter que la peinture puisse s'infiltrer et provoquer des bavures et de irrégularités. Avant d'appliquer la peinture sur les différentes pièces, nous recommandons de procéder à des essais sur échantillons et de ne pas oublier que la distance entre le bec de la bombe et la pièce à peindre est très importante.
- 3) Après une première application de peinture fine et uniforme, vous pouvez renouveler l'opération avec précaution en suivant les instructions figurant sur le pot de peinture.
- 4) Attendez un temps suffisant pour obtenir un parfait séchage de la peinture.
- 5) Enlevez les adhésifs et papier de protection. Si vous avez bien travaillé, vous aurez entre les mains des éléments qui valoriseront un modèle de grande allure.

GB

HOW TO PAINT BODY DWG 32

As this is a two-colour car, at least part of the bodywork will have to be painted.

To make things easier for you, we have supplied all the body parts in the original basic colour so all you have to do is buy a little silver paint. All the body parts are made of particularly hard plastic (ABS) which means there is no problem as to which type of paint to choose. Synthetic-resin-based paints are particularly suitable and can be bought in spray at any hobby-modelmaking shop. If you have a compressor, spray-gun and a certain amount of experience, you are guaranteed perfect results. In this case, we suggest using quick-dry enamel for bodywork.

To paint the body, proceed as follows:

- 1) Set out all the body parts for painting and smooth off any flaws or burrs round the edges with very fine sandpaper.
- 2) Shield all the body parts to be left blue as shown in dwg 32. To make this easier for you, we have included ready-cut adhesive stencils in the kit which faithfully reproduce the curves to be painted. The rest of the body can be shielded using ordinary tissue paper or bits of newspaper as on real car bodies. For good, two-colour painting results, make sure the edges of the stencils are stuck down firmly on the plastic to prevent the paint from running and leaving an uneven edge.
- 3) Before painting the parts, it is advisable to try out the paint on a few samples first keeping in mind the importance of spraying distance.
- 4) After applying the first coat, which should be thin and even, a second coat can be applied after the time indicated in the instruction on the paint can.
- 5) Allow the paint to dry thoroughly.
- 6) Remove the stencils and paper. If you have done the job properly, what you are holding in your hand are parts to enhance an outstanding prestige model.

D

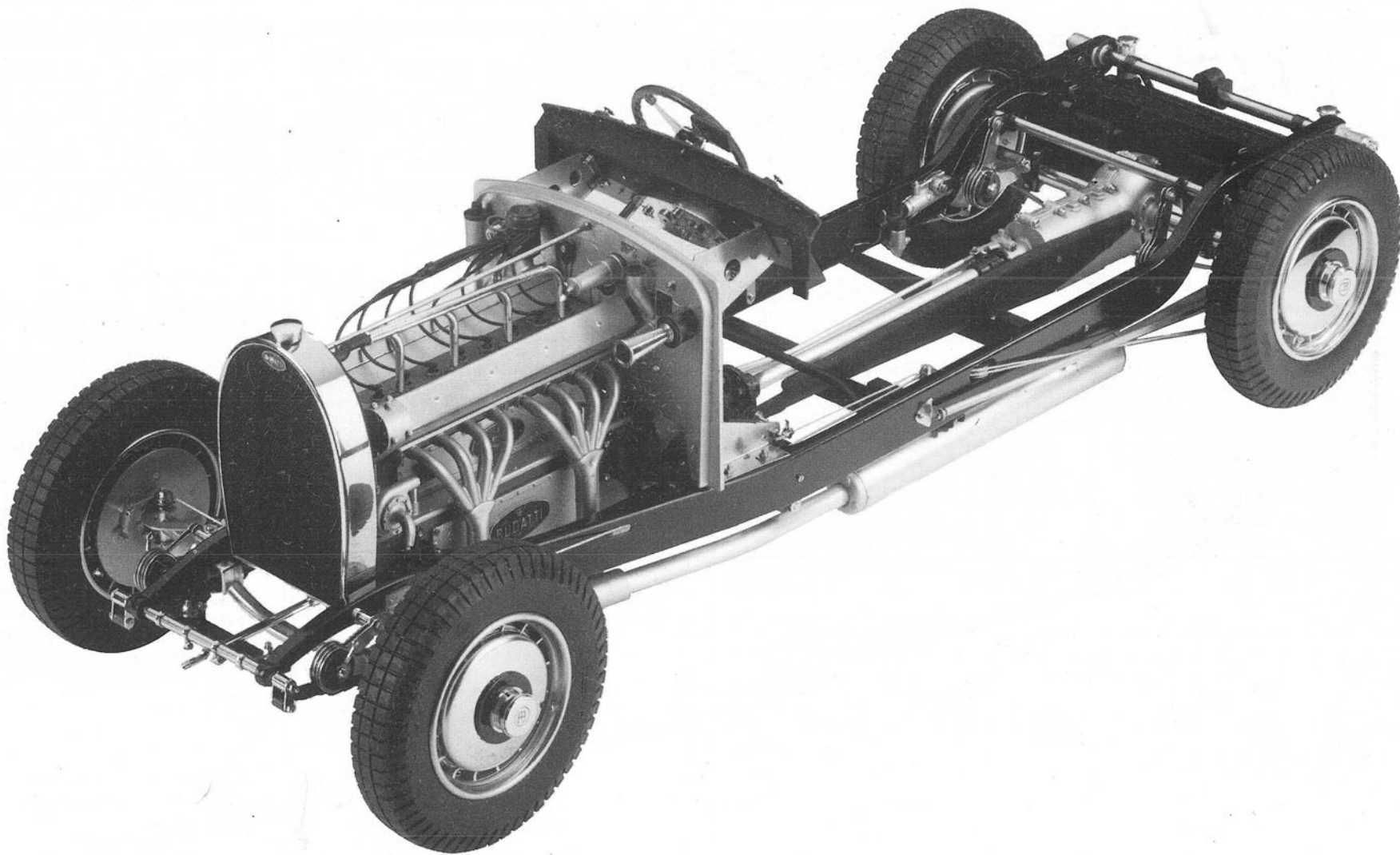
LACKIERUNG DER KARROSSERIE Zchn. Nr. 32

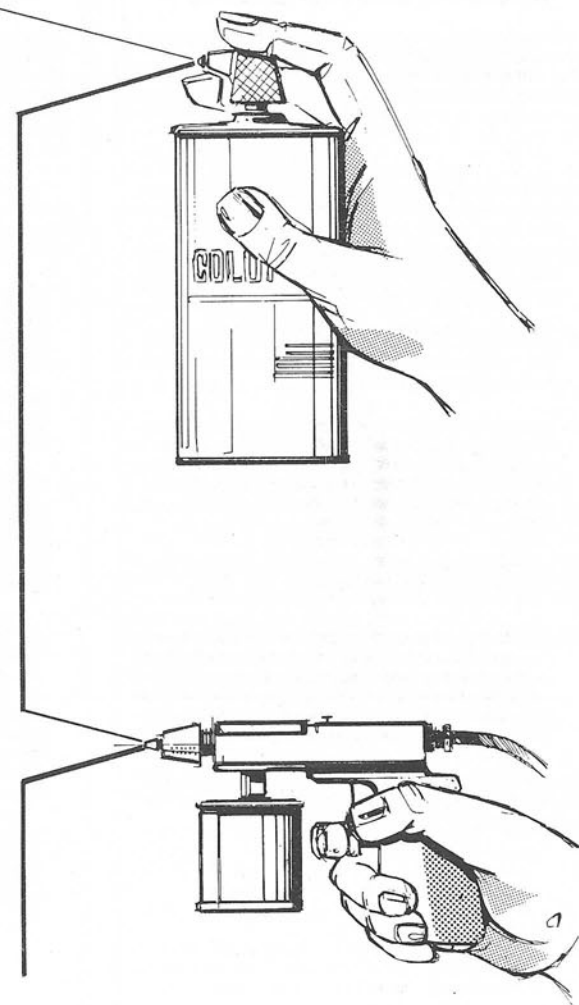
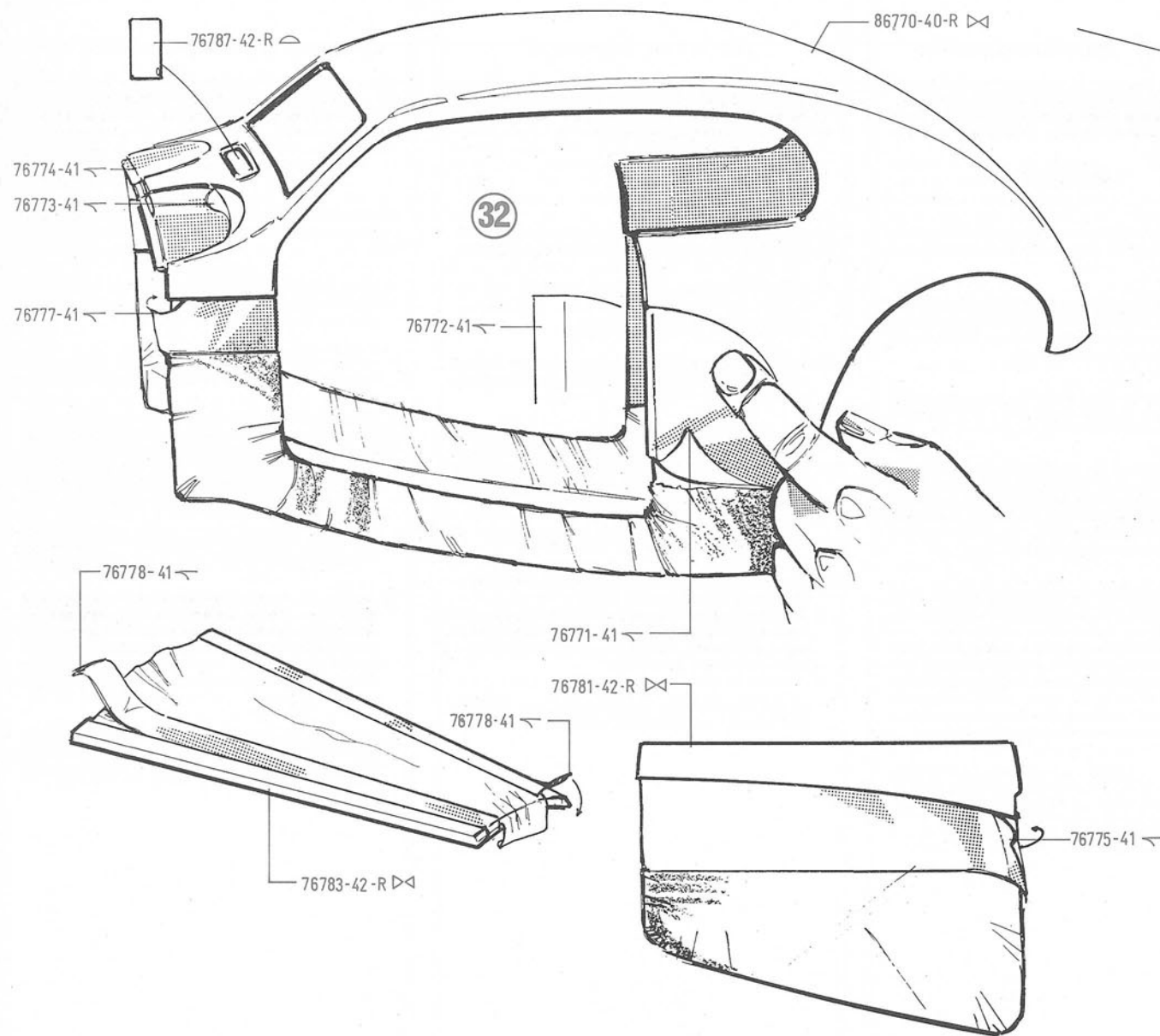
Da es sich um einen zweifarbigen Wagen handelt, ist die Karrosserie wenigstens zum Teil zu lackieren.

Um diesen Vorgang zu vereinfachen, werden die Teile der Karrosserie bereits in ihrer Original-Grundfarbe geliefert. Daher genügt zuzüglich ein wenig silber Lack. Alle Teile der Karrosserie bestehen aus besonders hartem Kunststoff (ABS); daher sind keine Speziallacke erforderlich. Besonders brauchbar sind Kunstharzlacke in Sprayflaschen, wie sie in jedem guten Geschäft für Hobby-Modellbau erhältlich sind. Wer einen Kompressor eine Spritzpistole und hinreichende Erfahrung besitzt, ist im Vorteil; in diesem Fall ist die Verwendung eines Schnelllackes für Karrosserien ratsam.

Beim Lackieren ist wie folgt vorzugehen:

- 1) Alle unlackierten Teile bereitstellen, mit sehr feinem Schleifpapier nacharbeiten, um eventuelle Unregelmäßigkeiten und Grate zu beseitigen.
- 2) Gemäss Zchn. 32 die Bereiche, die blau bleiben sollen, abdecken. Zu diesem Zweck sind im Bausatz eigene Klebemasken enthalten, die bereits ausgeschnitten sind und die zu lackierenden Linien getreu wiedergeben. Zum Abdecken der nicht zu lackierenden Bereiche genügt gewöhnliches Seiden- oder Zeitungspapier. Damit die Lackierung einwandfrei ausfällt, ist darauf zu achten, dass die Klebemasken mit dem Rand an den Kunststoffflächen satt anhaften und so das Eindringen von Lack verhindern.
- 3) Vor dem Lackieren der Teile soll der Lack an Fremtteilen probiert werden; wichtig ist es, den geeigneten Abstand zwischen der Düse und der zu lackierenden Fläche zu finden und dann einzuhalten.
- 4) Nach einer ersten Lackierung mit einer möglichst dünnen Lackschicht kann eine Deckschicht angebracht werden, und zwar unter Beachtung des an der Lackdose angegebenen Zeitintervalls.
- 5) Die lackierten Teile hinreichend lang trocknen lassen.
- 6) Die Klebemasken und Deckpapiere entfernen: wenn Sie gute Arbeit geleistet haben, werden Sie so Teile erhalten, die zum Gesamtergebnis in hohem Masse beitragen.





I

ISTRUZIONI PER RIVESTIRE GLI INTERNI IN FINTA
PELLE - DIS. 33 - 34 - 36 - 38

IMPORTANTE

Per rivestire di cuoio i sedili e le parti interne consigliamo molta prudenza e Vi invitiamo a procedere come segue:

- A) Non usare assolutamente collanti per plastica ma solo colle a base di resine fenoliche (es. Bostik) (collante usato per la riparazione delle gomme di biciclette).
- B) Adagiare ogni pezzo di cuoio al suo posto prima di mettere la colla in modo da sapere bene come procedere quando i pezzi saranno incollati.
- C) Spalmare uno strato leggero, ma uniforme, di colla sia sul cuoio sia sulla parte in plastica che deve essere rivestita. Fare ben attenzione a non imbrattare le parti della carrozzeria che non vengono rivestite poiché queste colle rovinano la superficie sia della plastica, sia del cuoio.
- D) Lasciare evaporare le due superfici incollate per qualche minuto fino a quando saranno asciutte.
- E) Adagiare il cuoio al punto giusto come provato nel punto B. Fare bene attenzione poiché questa operazione è la più delicata di tutto il montaggio. Bisogna cioè riuscire a farlo bene la prima volta poiché un secondo tentativo sarebbe molto difficile e si correrebbe il rischio di rovinare sia la carrozzeria che il rivestimento di cuoio.
- F) Per ottenere un risultato ancora migliore potrete spalmare sul cuoio una cera (va bene anche quella da scarpe chiara) per rendere la superficie lucida.

F

INSTRUCTIONS POUR RECOUVRIR LES PARTIES IN-
TERNES AVEC LE SIMILI CUIR.
DESSINS 33 - 34 - 36 - 38

IMPORTANT

Pour recouvrir les sièges et les parties intérieures avec le simili cuir, il faut procéder avec prudence et de la façon la suivante:

- A) Il ne faut absolument pas utiliser d'adhésifs pour la matière plastique mais uniquement des colles phénoliques (comme par exemple le Bostik) (colle qu'on utilise pour réparer les pneus des bicyclettes).
- B) Étendre chaque morceau de simili cuir à sa propre place avant de passer la colle afin de bien savoir comment s'y prendre lorsque les pièces auront la colle.
- C) Étendre une couche de colle légère mais uniforme sur le simili cuir tout comme sur la pièce en plastique qui doit être recouverte. Faire très attention à ne pas salir les parties de la carrosserie qui ne doivent pas être recouvertes car ces colles abiment aussi bien la surface de la matière plastique que celle du simili cuir.
- D) Laisser sécher les deux surfaces collées pendant quelques minutes jusqu'à ce qu'elles seront sèches.
- E) Étendre le simili cuir à sa bonne place, suivant l'essai effectué au point B). Faire très attention car cette opération est la plus délicate de tout le montage. Il faut en effet parvenir à bien le faire dès la première fois car un deuxième tentative serait très difficile et risquerait d'abîmer la carrosserie et le revêtement en simili cuir.
- F) Pour obtenir un résultat encore meilleur il suffit d'étendre une couche de cire sur le simili cuir (peut être utilisé également le cirage des chaussures, de couleur claire), afin de rendre la surface luisante.

GB

INSTRUCTIONS FOR UPHOLSTERING INTERNAL
PART WITH ARTIFICIAL LEATHER - DIS. 33 - 34 - 36 - 38

IMPORTANT

Be very careful when upholstering the seat and interior with the artificial leather. We suggest you to proceed as follows;

- A) Whatever you do, do not use glues for plastic, only those with a phenolic base such as Bostik (glue used for repairing the tyres of the bicycles).
- B) Experiment by placing each piece of artificial leather in its place before applying the glue so that you exactly know what to do when the glue is applied.
- C) Spread a thin but uniform layer of glue on the artificial leather and on the plastic to be upholstered. Be careful not to smear glue on the parts of the bodywork, not to be upholstered, as this glue ruins both the surface of the plastic and the artificial leather.
- D) Allow the two surfaces to dry for a few minutes.
- E) Place the artificial leather carefully in the correct position as in B). Be very careful, as this is the most delicate of all the assembly operations. You must place it in the correct position the first time as a second attempt is very difficult and you run the risk of ruining both the bodywork and the artificial leather upholstery.
- F) For even better results, you can apply a film of polish (you can even use neutral shoe polish) to shine the surface.

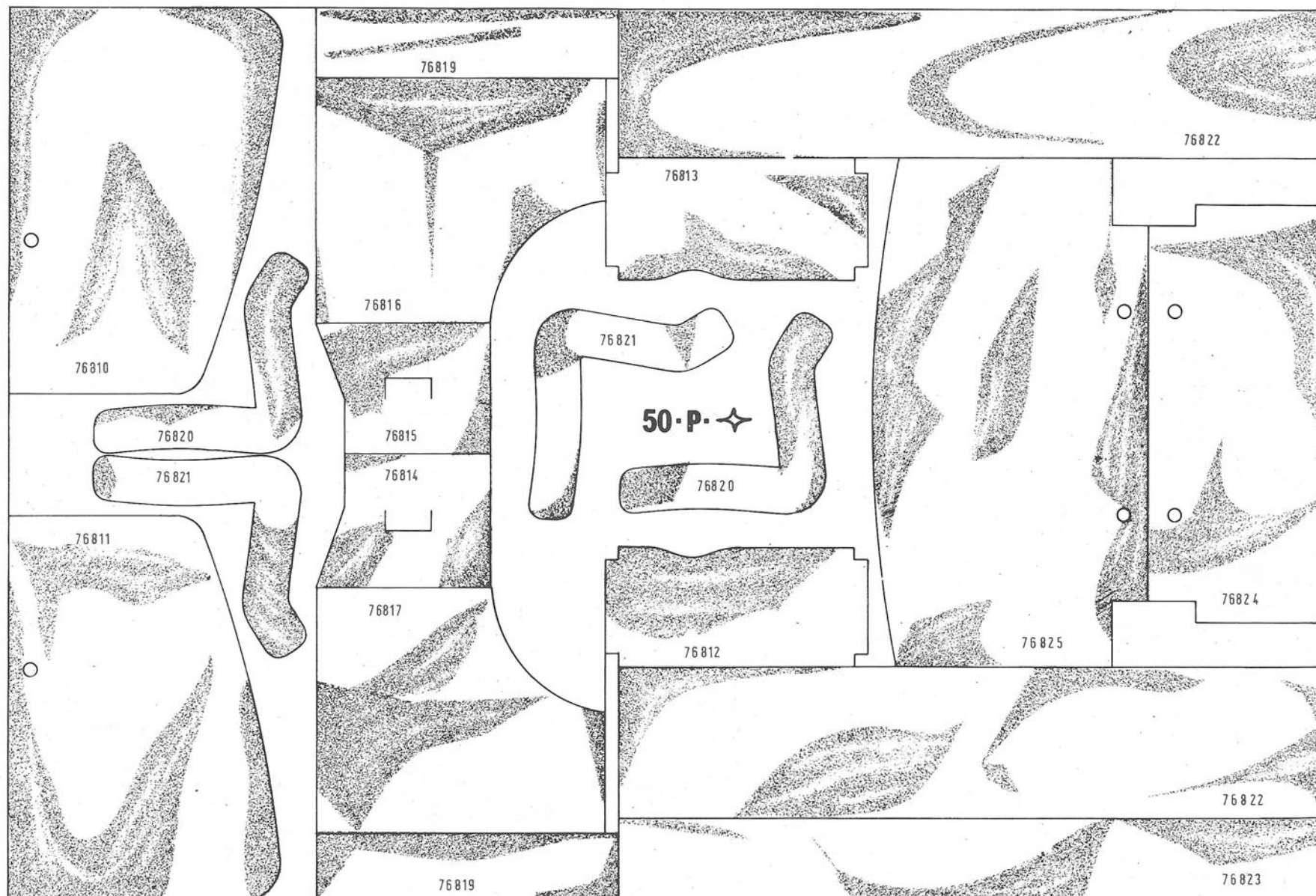
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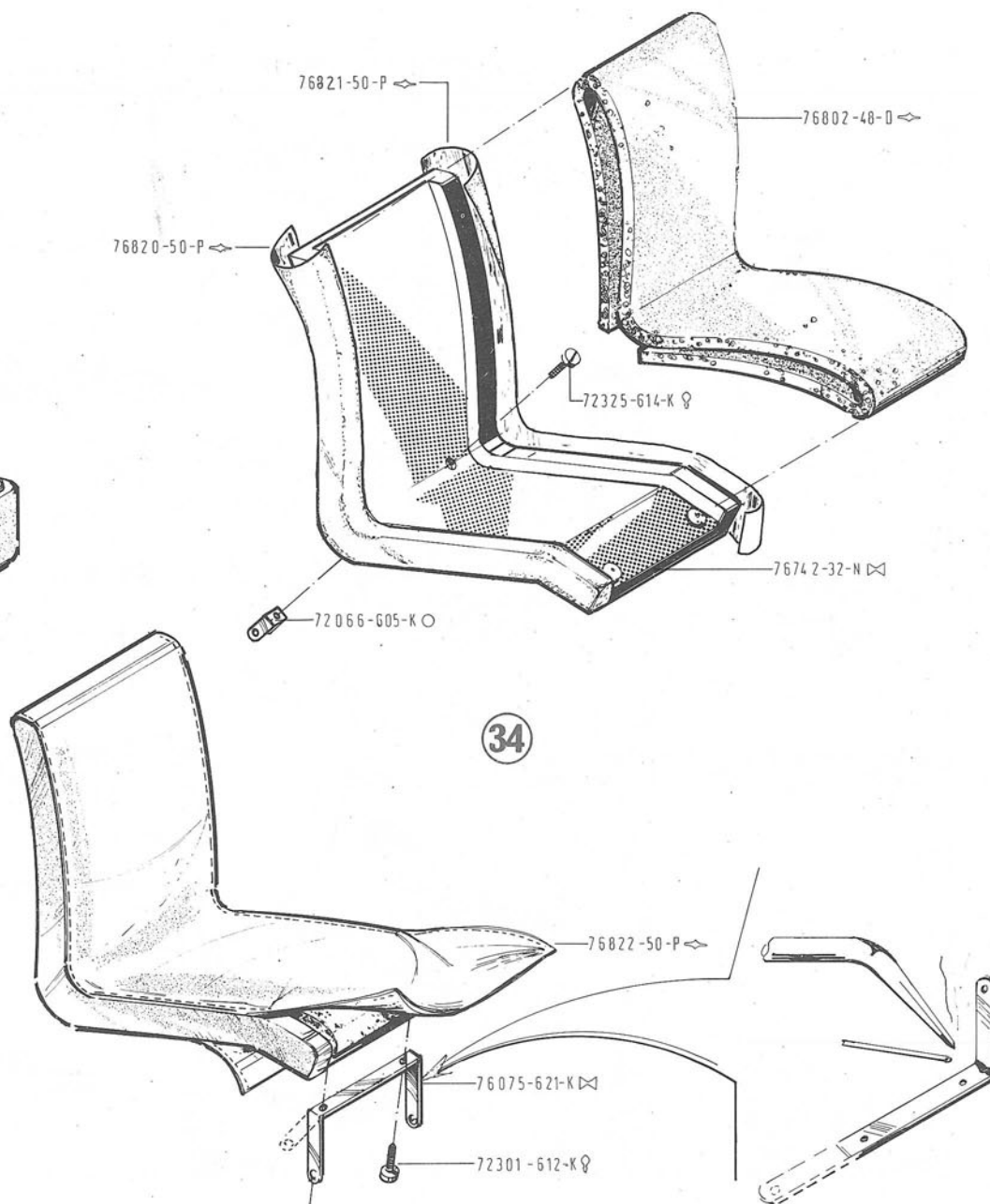
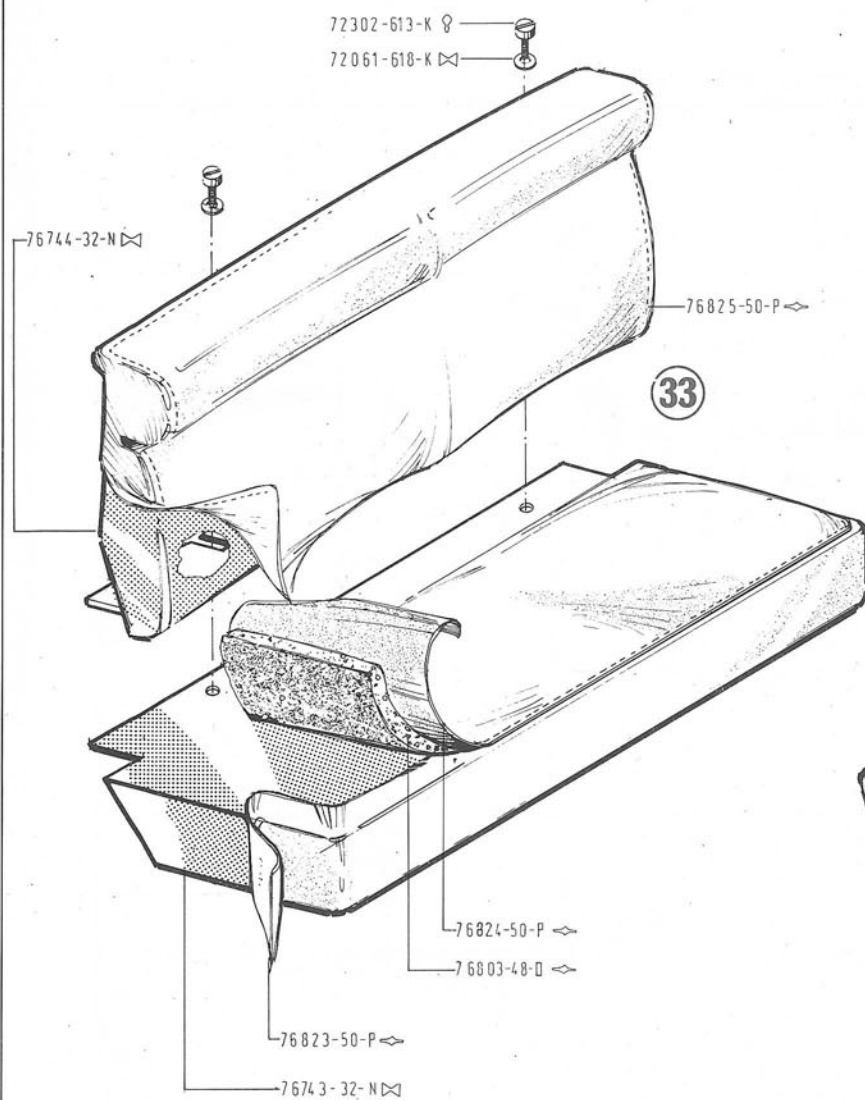
ANLEITUNG ZUR INNERVERKLEIDUNG KUNSTLE-
DER - Zeichn. 33 - 34 - 36 - 38

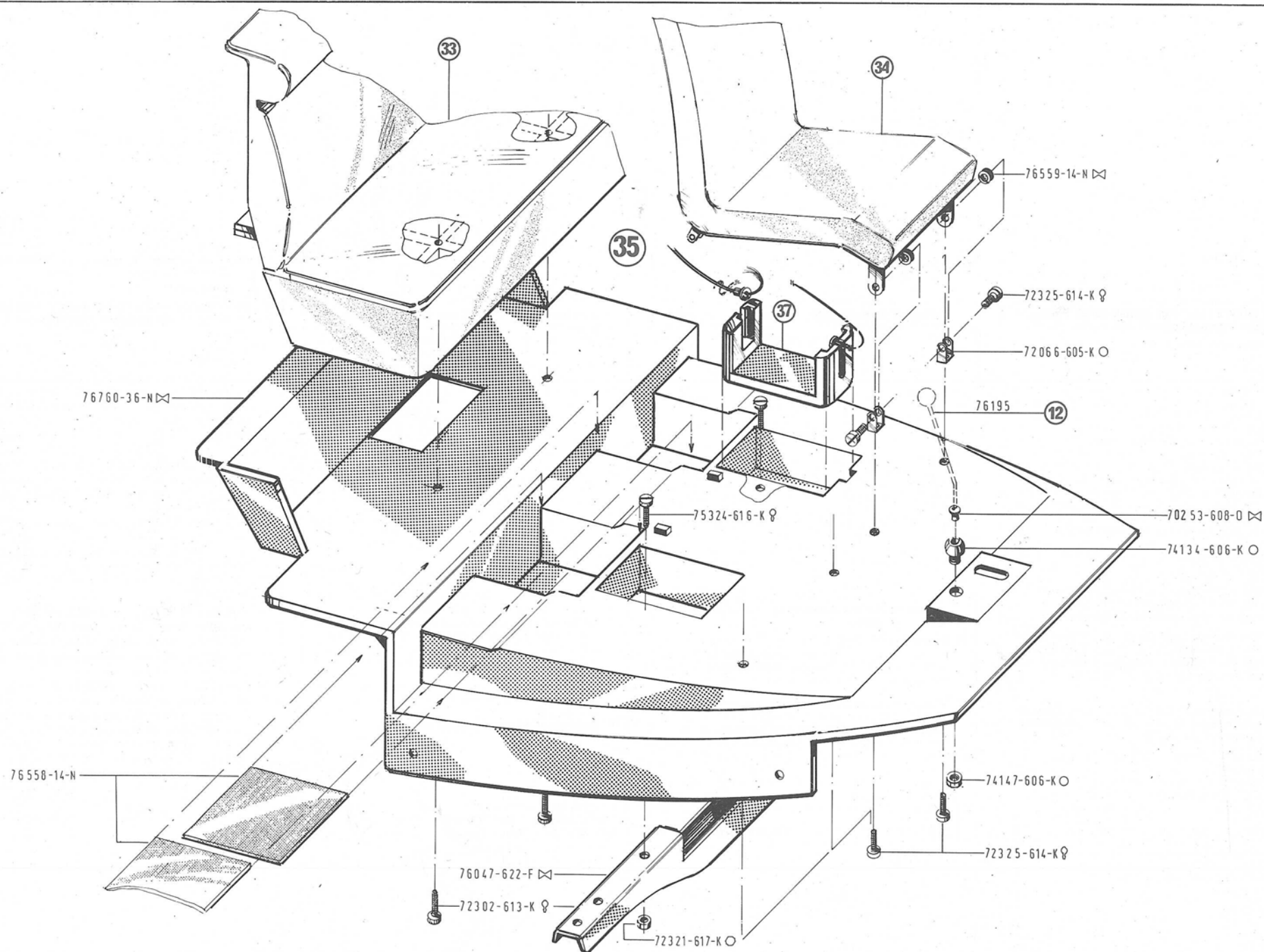
WICHTIG!

Um Sitze und Innenseiten mit Imitationleder zu verkleiden, empfehlen wir, sehr sorgfältig zu verfahren, und zwar wie folgt:

- A) Keine Kleber für Kunststoff, sondern nur Phenolharz - Klebstoff (wie z. B. BOSTIK) benutzen (Leim zur Reparatur von Fahrradreifen).
- B) Jedes Lederstück an seinen Platz legen bevor man es mit Klebstoff bestreicht, um ein richtiges Aufkleben zu sichern.
- C) Eine leichte und gleichmässige Schicht Klebstoff sowohl auf das Leder als auch auf den zu verkleidenden Kunststoffteil streichen. Aufpassen, dass die nicht zu verkleidenden Aufbauteile nicht mit Klebstoff beschmiert werden, weil dieser die Oberfläche sowohl des Leders als auch des Kunststoffes beschädigt.
- D) Die beiden mit Klebstoff bestrichenen Flächen einige Minuten lang verdunsten lassen, bis sie trocken sind.
- E) Leder auf die richtige, gemäss Punkt B ausgesuchte Stelle legen. Man muss sehr gut aufpassen, da dieser der heikelste Vorgang der ganzen Montage ist. Es muss nämlich beim ersten Mal richtig gelingen, weil ein zweiter Versuch kaum erfolgreich wäre und die Gefahr mit sich bringen würde, Aufbau und Lederverkleidung zu beschädigen.
- F) Um ein noch besseres Ergebnis zu erzielen, kann man das Leder mit Wachs (auch eine helle Schuhcreme kann es tun) bestreichen, so dass es glänzend wird.







I

MONTAGGIO DELLA CARROZZERIA DIS. 36 - 41 - 42 - 43

Per il montaggio della carrozzeria procedere nel seguente modo:

- 1) Rivestire con la fintapelle tutti i pannelli che andranno incollati nell'interno della scocca dis. 36 dopo aver fissato precedentemente le cerniere delle portiere 75025, le cornici 76004 e 76005 e gli sportelli 76786. Proseguire con il rivestimento dei pannelli delle portiere dis. 38.
- 2) Il montaggio del meccanismo alzacetro è molto semplice ed è chiaramente illustrato dal dis. 38; controllare il funzionamento.
- 3) Montare il perno per la maniglia 76147 sulla portiera 76780 assicurandosi che ruoti liberamente sul foro. Piantare con un piccolo martello la maniglia 76003 facendo attenzione che sia nella posizione giusta. Montare il cursore della serratura 76024 e fissarlo con rifollatura a caldo senza però bloccarlo. Allo stesso modo montare anche la molla 76023. Prima di rifollare la cerniera 75025 accertarsi che la portiera combini perfettamente con la carrozzeria. Fissare la cornice 76006 con le viti 76300. Per mezzo delle viti 74300 fissare la portiera al pannello, controllare il funzionamento e procedere nello stesso modo per il montaggio dell'altra portiera.
- 4) Applicare le portiere alla scocca e controllare il funzionamento.
- 5) Rivestire con la fintapelle i sedili dis. 33 - 34 e fissarli al pianale dis. 35. Proseguire con il montaggio di questo allo chassis per mezzo delle viti 75324 e dadi 72321.
- 6) Montaggio del baule 76765 alla scocca e del suo fondo 76731. Per mezzo delle viti 75324 e dadi 72321 fissare i parafranghi 76740 - 76741 e completare il montaggio dei particolari che compongono la carrozzeria dis. 41 - 42 - 43.
- 8) Il montaggio delle ruote di scorta, della fanaleria, dei paraurti, delle targhe e rimanenti accessori sono chiaramente illustrati nei dis. 26 - 43.
- 7) Applicare la carrozzeria allo chassis assicurandosi che sia nella giusta posizione. Fissare i parafranghi nella parte anteriore con il tirante 76160 il quale deve passare attraverso tutti i pezzi segnati nel dis. 43. Le viti 75324 e i dadi 72321 fisseranno la carrozzeria al pianale.
- 9) Il montaggio del cofano è illustrato nel dis. 39.

F

ASSEMBLAGE DE LA CARROSSERIE DESSINS - 36 - 41 - 42 - 43

Montez la carrosserie de la façon la suivante:

- 1) Capitonnez de cuir les éléments à placer à l'intérieur de la carrosserie, dessin 36, après avoir fixé précédemment les charnières de porte 75025, et les cadres 76004, 76005 et 76786. Garnir également les portières selon le dessin 38.
- 2) La manivelle du lève-glace est très facile à monter selon le dessin 38. Contrôler son bon fonctionnement.
- 3) Fixez l'axe de la poignée 76147 sur la porte 76780 et assurez-vous qu'elle tourne librement. A l'aide d'un petit marteau, positionnez la poignée 76003 en vérifiant soigneusement sa position. Assemblez le curseur 76024 et fixez-le par rivetage à chaud sans trop serrer. Répétez l'opération pour le ressort 76023. Avant de souder la charnière 75025, vérifiez que la porte manoeuvre parfaitement sur la carrosserie. Fixez le cadre 76006 avec les vis 76300. Assemblez la porte avec son panneau au moyen des vis 74300. Vérifiez qu'elle fonctionne correctement et répétez la même opération pour l'autre porte.
- 4) Placez la portière sur la carrosserie et vérifiez qu'elle fonctionne correctement.
- 5) Capitonnez les sièges selon les dessins 33 - 34 et placez-les sur le plancher selon le dessin 35. Placez le plancher et l'assemblez sur le châssis en utilisant les vis 75324 et les boulons 72321.
- 6) Montez le coffre 76765 et son fond 76731 sur la carrosserie. Utilisez les vis 75324 et les boulons 72321. Montez les garde-boue 76740, 76741, et complétez le travail d'assemblage de la carrosserie selon dessins 41 - 42 - 43.
- 7) Montez la carrosserie sur le châssis en vérifiant bien la position. Placez les garde-boue avant avec la barre de tension 76160 qui doit passer à travers toutes les pièces marquées dans le dessin 43. La carrosserie sera fixée sur le plancher par les vis 75324 et les boulons 72321.
- 8) Pour le montage de la roue de secours, des phares, des pare-chocs, des plaques d'immatriculation et d'autres accessoires, voir les dessins 26 - 43.
- 9) Enfin, assemblez le capot selon le dessin 39.

GB

HOW TO ASSEMBLE BODY DWG 36 - 41 - 42 - 43

For assembling the body, proceed as follows:

- 1) After first fitting on door hinges 75025, rims 76004 and 76005 and doors 76786, cover all the panels going to be stuck inside the body dwg 36 with artificial leather. Then proceed to cover the panels of doors dwg 38.
- 2) The window handle is easy to assemble and clearly illustrated in dwg 38. Check it works properly.
- 3) Assemble the pin of handle 76147 on door 76780 and make sure it turns freely in the hole. Using a small hammer, drive on handle 76003 making sure it is in the right position. Assemble lock slide 76024 and hot head it in place without tightening it. Assemble spring 76023 in the same way. Before heading hinge 75025, make sure the door matches perfectly with the body. Assemble rim 76006 using screws 76300. Using screws 74300, assemble the door to the panel, make sure it works properly, then proceed to assemble the other door in the same way.
- 4) Fit the doors on the the body and check they properly work.
- 5) Cover seats dwg 33 - 34 with artificial leather and fit them on to floor panel dwg 35. Then assemble the floor panel on to the chassis using screws 75324 and nuts 72321.
- 6) Assemble boot 76765 to the body and boot bottom 76731. Using screws 75324 and nuts 72321, fit on fenders 76740 - 76741 and finish assembling the remaining body parts dwg 41 - 42 - 43.
- 7) Fit the body on to the chassis making sure it is in the right position. Secure the fenders at the front using tie rod 76160 which should pass through all the parts shown on dwg 43. The body is fitted to the floor panel using screws 75324 and nuts 72321.
- 8) Full instructions for assembling the spare wheels, lights, bumper, license plates and other accessories are given in dwg 26 - 43.
- 9) Assembly of the hood is shown in dwg 39.

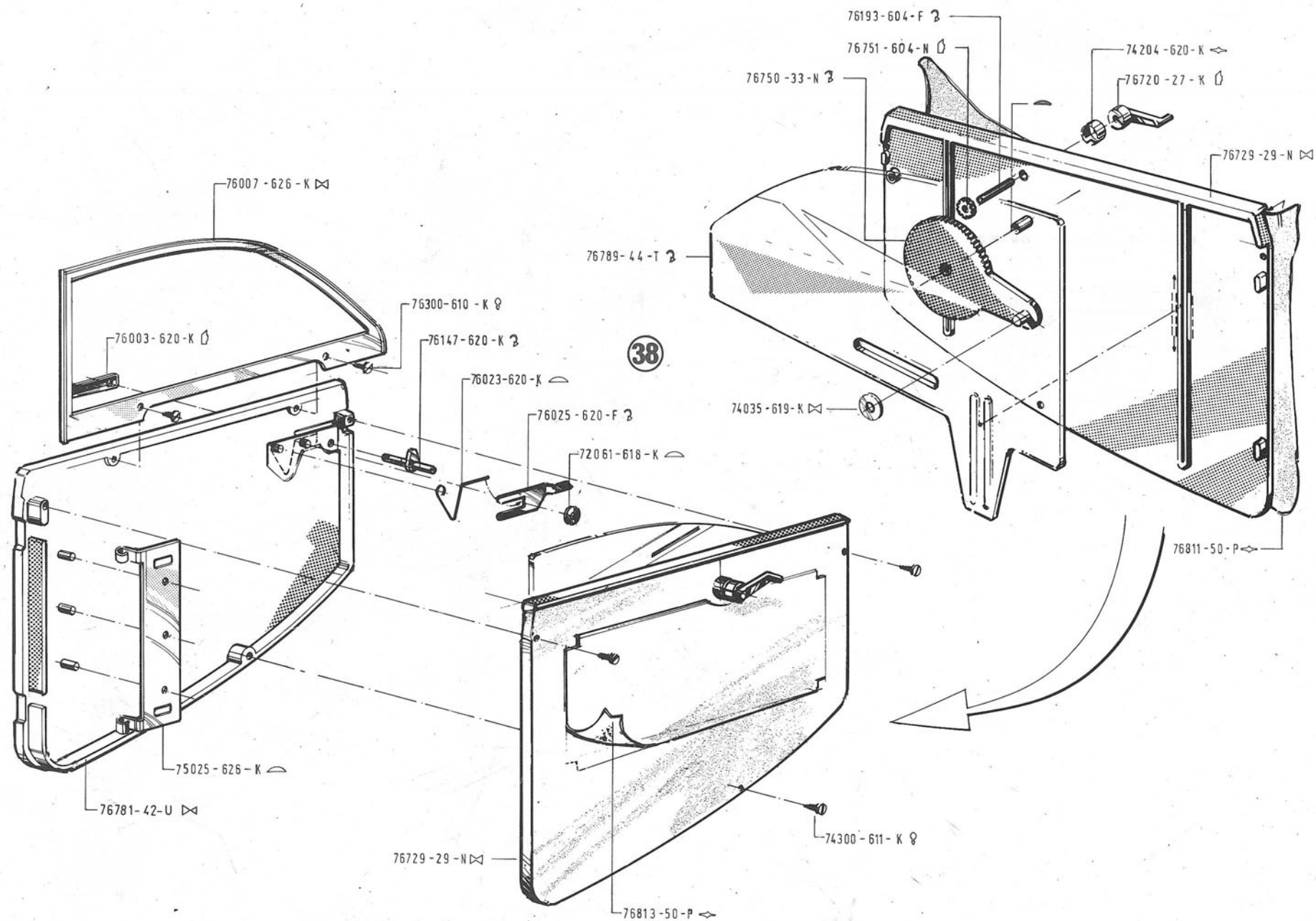
Drawings complete with all the necessary explanations have been provided to make these various stages of assembly as easy as possible to understand.

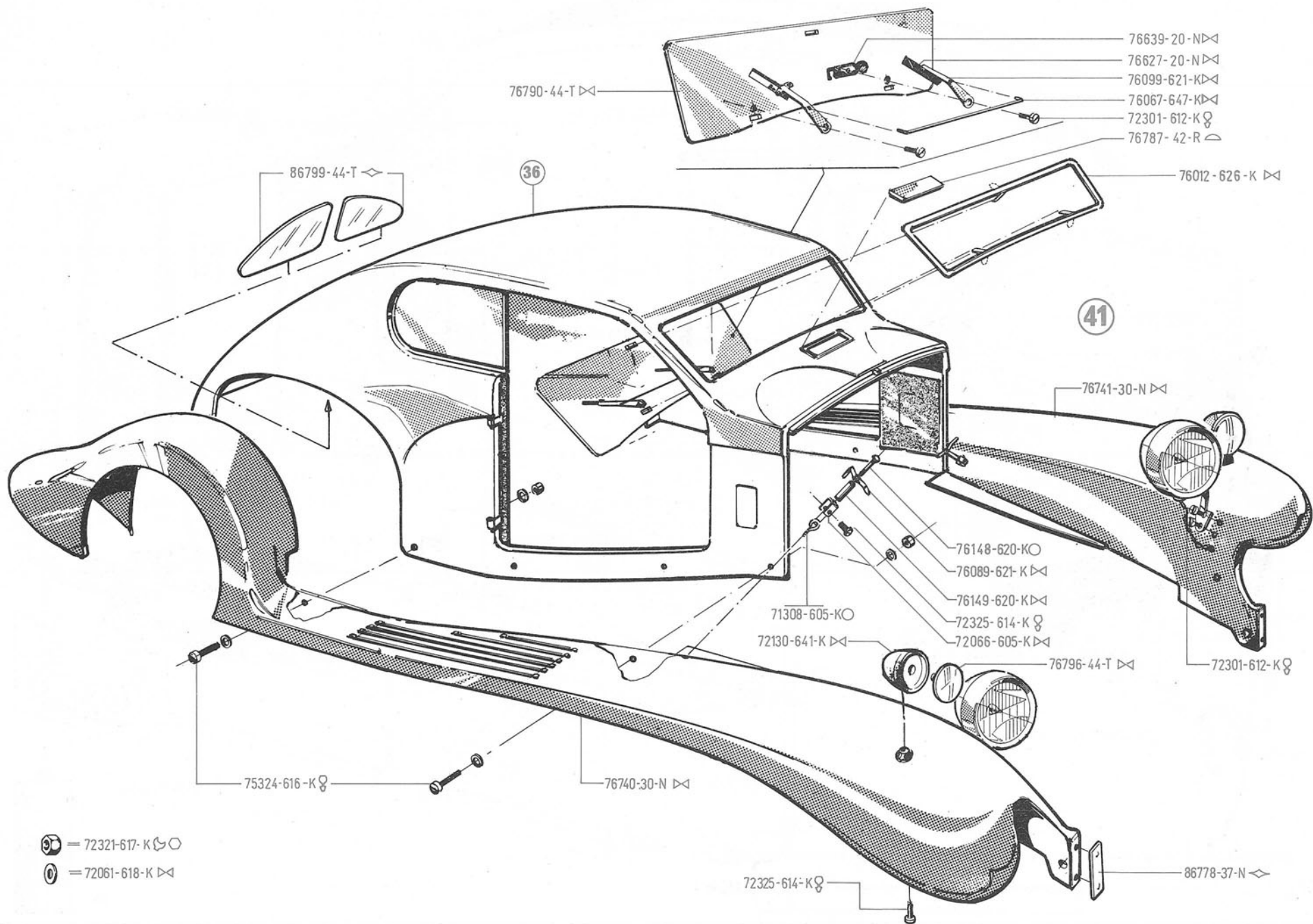
D

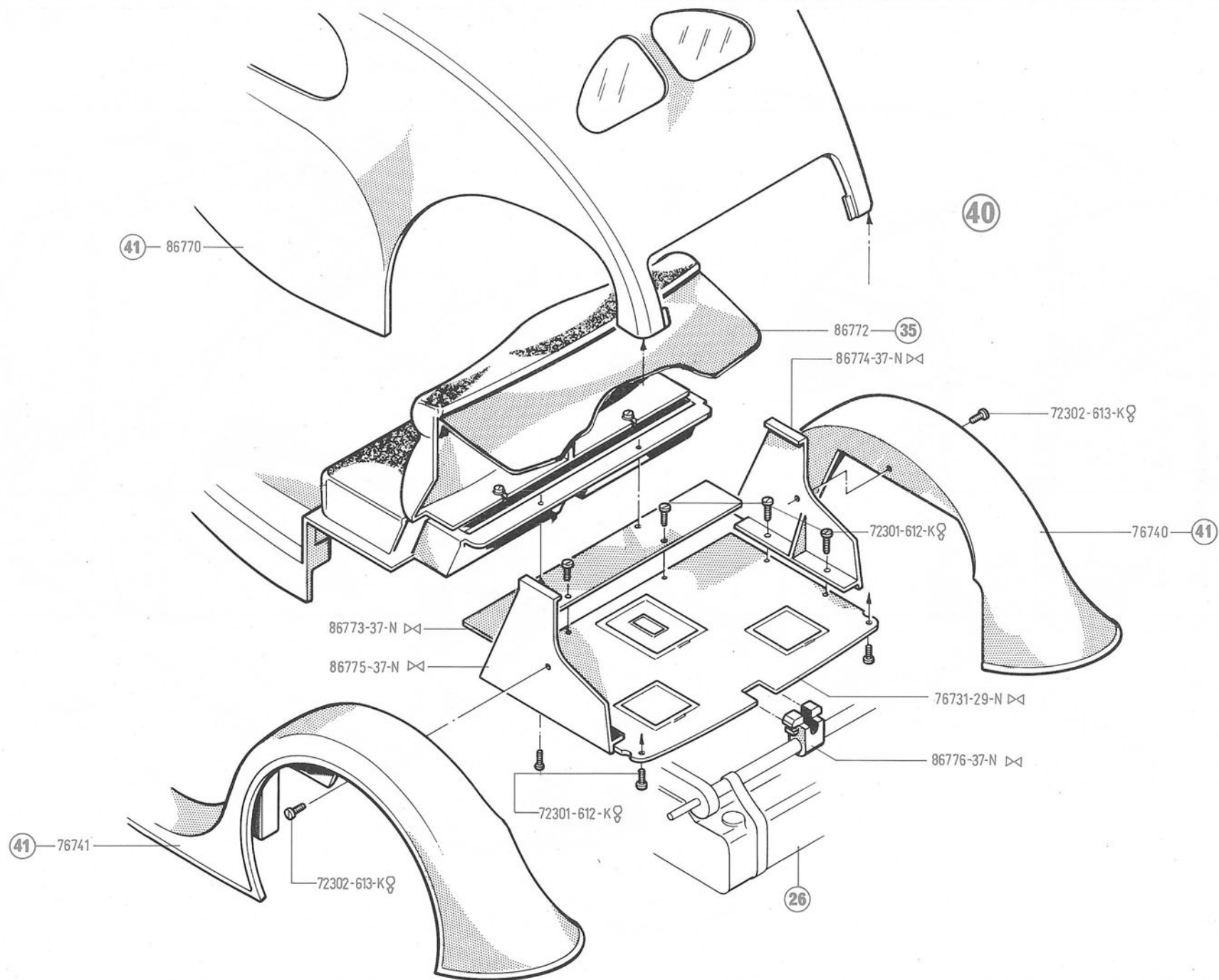
ZUSAMMENBAU DER KAROSSERIE Zchnng. Nr. 36 - 41 - 42 - 43

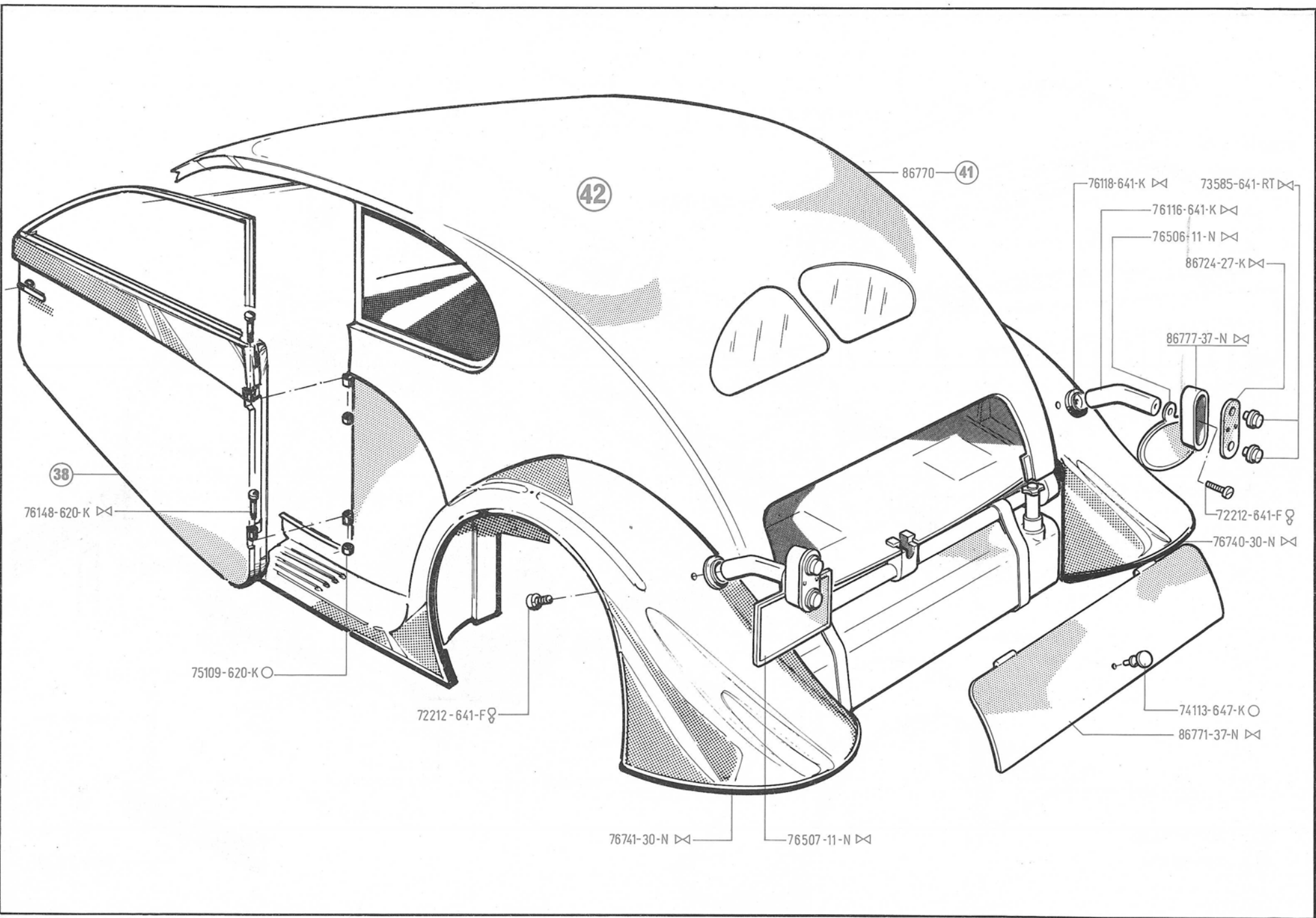
Zum zusammenbau der Karosserie gehe man wie folgt vor:

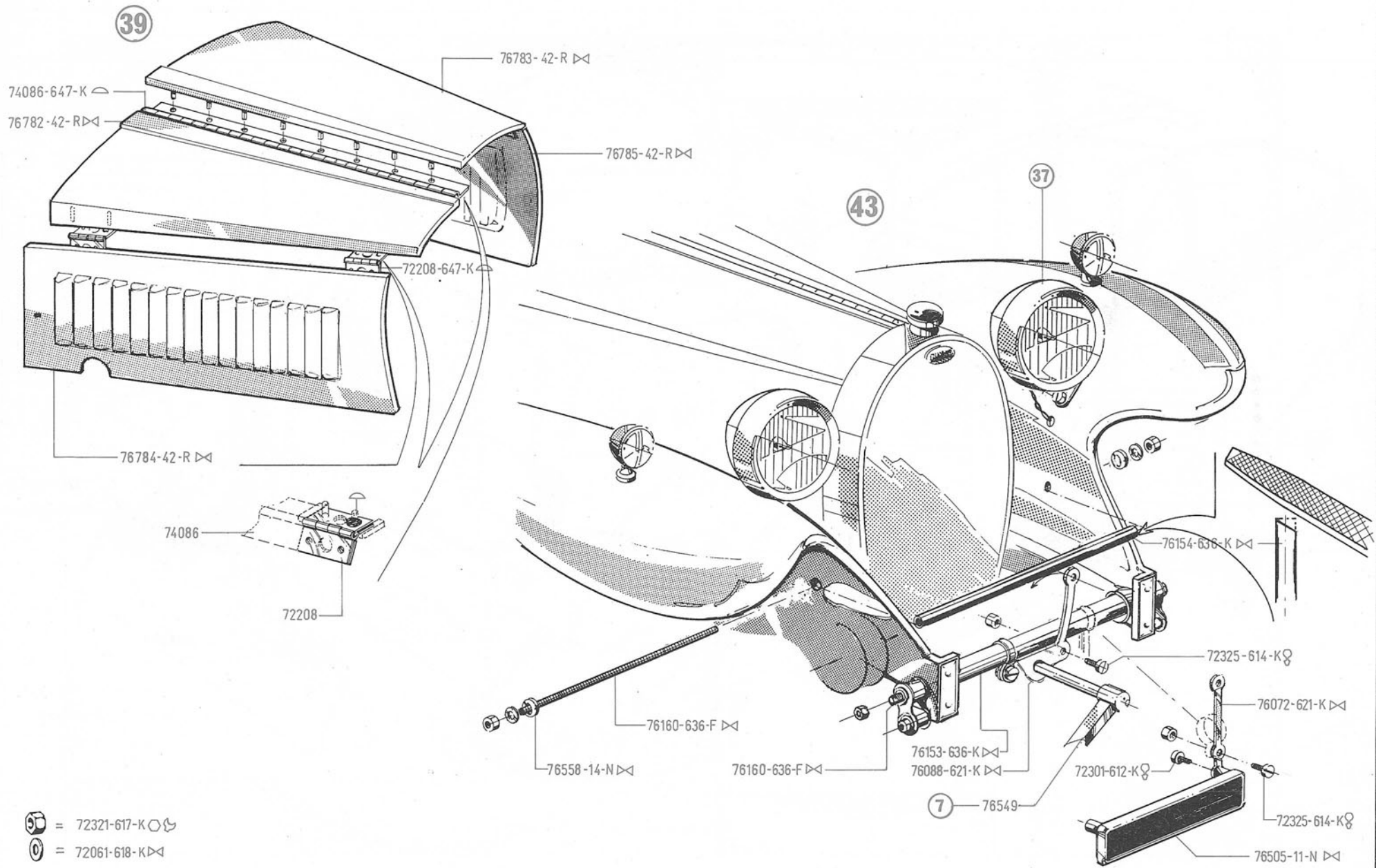
- 1) Die innenseitig an die Karosserie anzuleimenden Teile mit Kunstleder verkleiden, vgl. Zchnng. 36; vorher sind die Türscharniere 75025, die Einfassungen 76004 und 76005 sowie die Klappen 76786 ordnungsgemäss anzubringen. Anschliessend auch die Türen verkleiden Zchnng. 38.
- 2) Der Einbau des Fensterhebers ist sehr einfach und ist in der Zchnng. Nr. 38 dargestellt. Den Heber auf Funktion prüfen.
- 3) Den Stift für den Griff 76147 an die Tür 76780 anbringen und auf freie Drehung in der Bohrung prüfen. Mit einem Kleinen Hammer den Griff 76003 in richtiger Stellung einschlagen. Den Läufer des Schlosses 76024 einsetzen durch Warmstauchen, jedoch ohne Blockierung. Ebenso auch die Feder 76023 montieren. Vor dem Anstauchen des Scharniers 75025 sich versichern, dass die Tür genau in die Karosserie einpasst. Die Einfassung 76006 mit den Schrauben 76300 befestigen. Mittels der Schrauben 74300 die Tür festsetzen und dann auf einwandfreien Betrieb kontrollieren. In gleicher Weise auch die andere Tür montieren.
- 4) Die Türen an die Karosserie anbringen und ihren Betrieb überprüfen.
- 5) Die Sitze Zchnng. Nr. 33 - 34 mit Kunstleder verkleiden und am Boden anbringen - Zchnng. Nr. 35. Dann den Boden mittels der Schrauben 75324 und Muttern 72321 an das Chassis befestigen.
- 6) Montieren des Kofferraumes 76765 und seines Bodenteils 76731. Mittels der Schrauben 75324 und Muttern 72321 die Kotschützer 76740/76741 anbefestigen und die übrigen Teile zur Vervollständigung der Karosserie nach Zchnng. Nr. 41 - 42 - 43 montieren.
- 7) Nun wird die Karosserie mit dem Chassis in richtiger Lage verbunden. Die Kotschützer am vorderen Teil mit der Zugstange 76160 befestigen, wobei diese Stange durch alle in der Zchnng. Nr. 43 angegebenen Teile hindurchzuführen ist. Mittels der Schrauben 75324 und Muttern 72321 wird die Karosserie mit dem Boden verbunden.
- 8) Der Einbau der Reserveräder, der Leuchten, der Stossstange, der Schilder und übrigen Zubehörteile ist in der Zchnng. Nr. 26 - 43 dargestellt.
- 9) Der Einbau der Motorhaube ist in der Zchnng. Nr. 39 dargestellt.











72321-617-K = 72321-617-K
72061-618-K = 72061-618-K