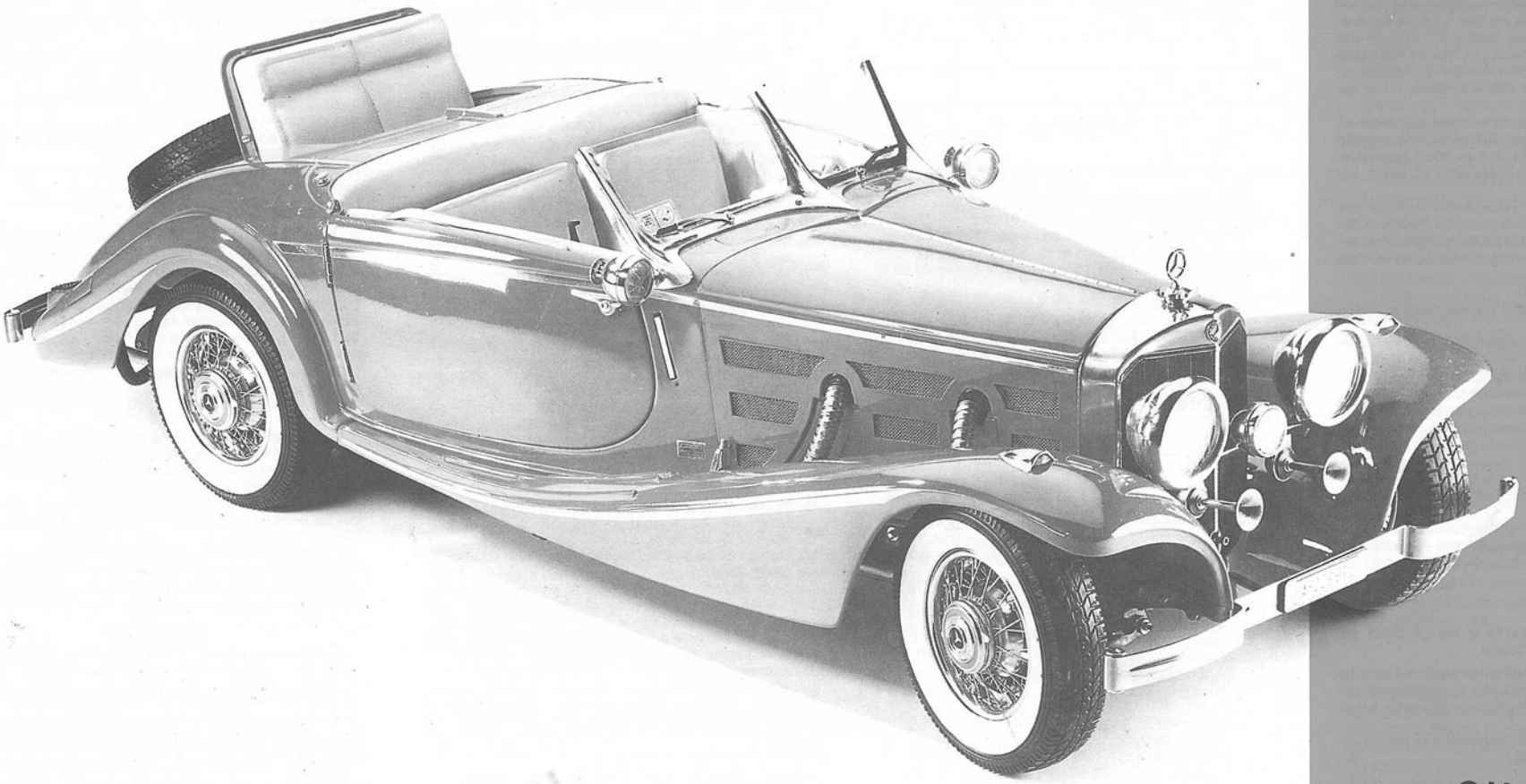
MERCEDES-BENZ



POCHER

1936

Classic Roadster 540 K

RIVAROSSI S.p.A. DIVISIONE POCHER - VIA PIO XI, 157/159 - 22100 COMO - ITALY ☎ 031 54.15.41 ☎ 380133 RR. RIVAROSSI - COMO

Mercedes 540 K - Cabrio Special

GB

After the extremely successful model 500 K, in 1936 Mercedes developed the new prototype 540 K, whereby the chassis was almost completely unchanged and only the compressor engine was increased from 5019 ccm to 5401 ccm.
The 540 K, due to its modern technics as well as the elegance of its lines, became one of the most expensive cars of its time (max. speed 175 km/h).
Mercedes Benz built 9 different chassis versions of the 540 K; in addition to that a number of cars was built for private customers with special bodies by specialized companies.
Our model represents the 540 K Sport Roadster convertible, which has as a speciality a 2-seater replacing the boot.

The model has 2366 parts: 502 of high-impact plastic, 1384 brass, 215 stainless steel and the other 265 of various materials,(artificial leather, iron, copper, rubber, etc).
We have made every effort to reproduce this car faithfully to scale. Furthermore, beyond a simply static model, we have incorporated as many moving parts as possible. In particular:

— operating steering mechanism;
— operating steel suspension;
— headlights lit by a dashboard switch;
— doors open and close with operating door handles;
— operating window cranks raise and lower the side windows;
— trunk (boot) opens;
— seats have inner springs and are upholstered;
— the starting handle sets the cranksfat, connecting rods, pistons, and wrist pins in motion in a realistic manner. At same time, the fan, generator and water pump are driven by gears and a V-belt.

We hope that this model will satisfy both the car enthusiast and the sophisticated and exacting model-builder.

ASSEMBLY INSTRUCTIONS

Follow the drawings and diagrams carefully in order to do justice to the model

— The assembly is relatively simple, requiring only a screwdriver, scissors, a small file, and shears or cutting pliers (cf. fig. «cc» on page 7). One of the distinct advantages is that almost all parts are fitted by pressure or fastened by screws, without the use of glue. Therefore the parts can be taken apart easily, and reassembled correctly, if an error is made initially.
— Two small wrenches are supplied in the kit for convenience in fastening the small brass nuts.
— The drawings, diagrams and photographs, numbered **1** through **43**, clearly show the proper sequence of assembly.

A) All parts are furnished in appropriate colors. However, a more realistic appearance results if the plastic parts are painted over. We recommend the use of synthetic paints, sold in model shops. Best finish is obtained with spray paints. **DO NOT USE NITROCELLULOSE PAINTS.**

B) If metal parts show signs of tarnish due to oxidation or fingerprints, remove these with an ordinary household metal cleaning compound. Then coat the parts with transparent lacquer for a more permanent protection.

C) All parts are numbered whenever possible. Where numbering was impracticable, the parts are packed in transparent envelopes which contain a list of part numbers and quantities.

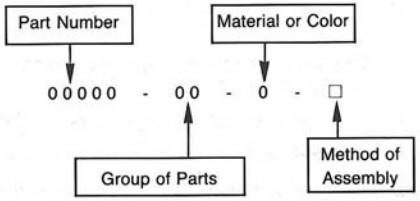
D) We recommend keeping the contents of the envelopes separated at all times to prevent loss or mixup of parts.

E) Proceed with the assembly systematically, starting with the major assemblies, but making sure not to leave off any minor part. We also suggest studying the «exploded views» on the drawings carefully before starting, in order to have a clear mental picture of the sequence of assembly steps.

F) Identify each part number and compare it to the numbers on the respective drawings. Also, check the relative positioning of the parts.

G) The drawings are numbered **1** to **43**. Some smaller parts are shown in full scale (1:1) to make identification easier.
Rubber hoses, electrical cables, lubricating pipes, and others, are furnished in single lengths. They must be cut to size according to the full scale diagrams as shown in the drawings.

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



This scheme is illustrated in figures «aa» and «bb» on page 7.

— Part Number in five digits identies 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 symbolized by capital letters according to the following code:

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

— Method of Assembly is indicated by simbols, 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»**

Accordingly, the illustration on page 5 is decoded:
74771 — 18 — A
Part numbered **74771** of group 18; silver colored, to be assembled by tapping with a hammer.

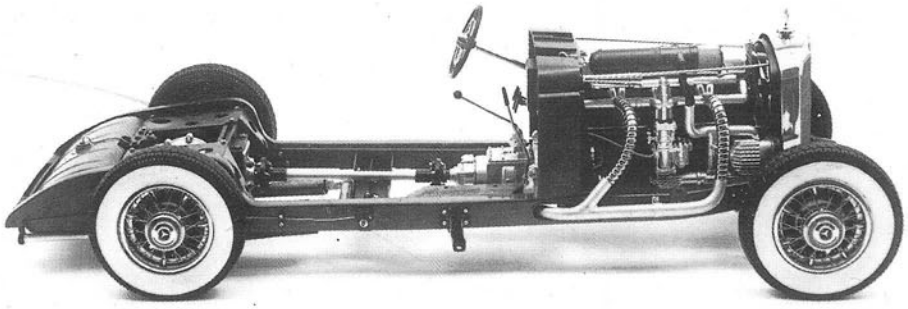
We suggest assembling the model in stages as follows:

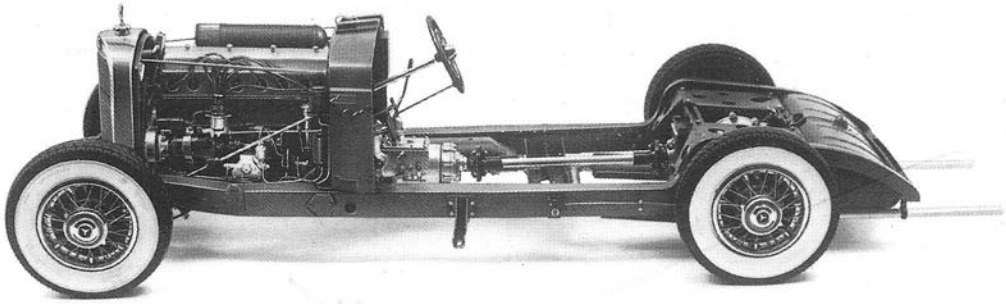
1) Complete the engine assembly, including all internal parts, as shown in drawings **1, 2, 3, 4, 5, 6** and **7**.
2) Assemble the gear box and brake system as drawings **8,10**.
3) Assemble the rear axle and suspension as shown in drawings **16, 17 and 18**.
4) Assemble the radiator as drawing **23**.
5) Complete the assembly of the steering mechanism and the other subassemblies shown in drawings **14 and 15**.
6) Assemble the engine mounting, including the brake pedal, as per drawing **9**.
7) Assemble the various parts on the fire wall, as shown in drawing **21**.
8) Complete the first step of chassis assembly, including front and rear suspensions, brake plates, and exhaust system, as shown in drawings **11, 12 and 13**.
9) Assemble the fuel tank, as per drawing **11**.
10) Complete the assembly of the chassis including all sub-assemblies already completed, as per drawing **19**;
11) Wire the head lamps, following diagram **24**.
12) Assemble the wheels as shown in drawings **25, 26, 27 and 28**. The assembly thus finished, represents the chassis originally furnished by MERCEDES. It was then equipped to order by specialized coach builders according to the requirements of the individual customer.
13) Assemble the front, including the windshield and side lamps as per drawing **41**.
14) Assemble the rear part of the body, including various fittings, as shown in drawing **37**.
15) Upholster the seats, doors, dashboard, and inside panels, according to drawings **22, 29, 30, 31, 33, 34, 35 and 38**.
16) Assemble the hood (bonnet), as per drawing **42**.
17) Assemble the various accessories and fittings, as shown in drawings **32, 39, 40 and 43.**

Some drawings are accompanied by explanatory text to further clarify the assembly instructions.
After having completed the assembly according to the instruction, you will end up with an attractive and valuable model. However, it should not be painted at random.

We recommend to those who are unexperienced, prepainting the plastic parts using synthetic spray paints or enamels. It is emphasized again, that under no circumstances, should nitrocellulose lacquers or airplane dope be applied because these would ruin the model irretrievably.

Experienced model builders may choose to refine the appearance with further touches such as white-walls on tires, pin striping, etc. This will give a personal distinction to each model. We trust that the assembly of this model was enjoyable. If so, we have accomplished our aim to provide a pleasurable hobby and, at the same time, a glamorous model of a vintage car.



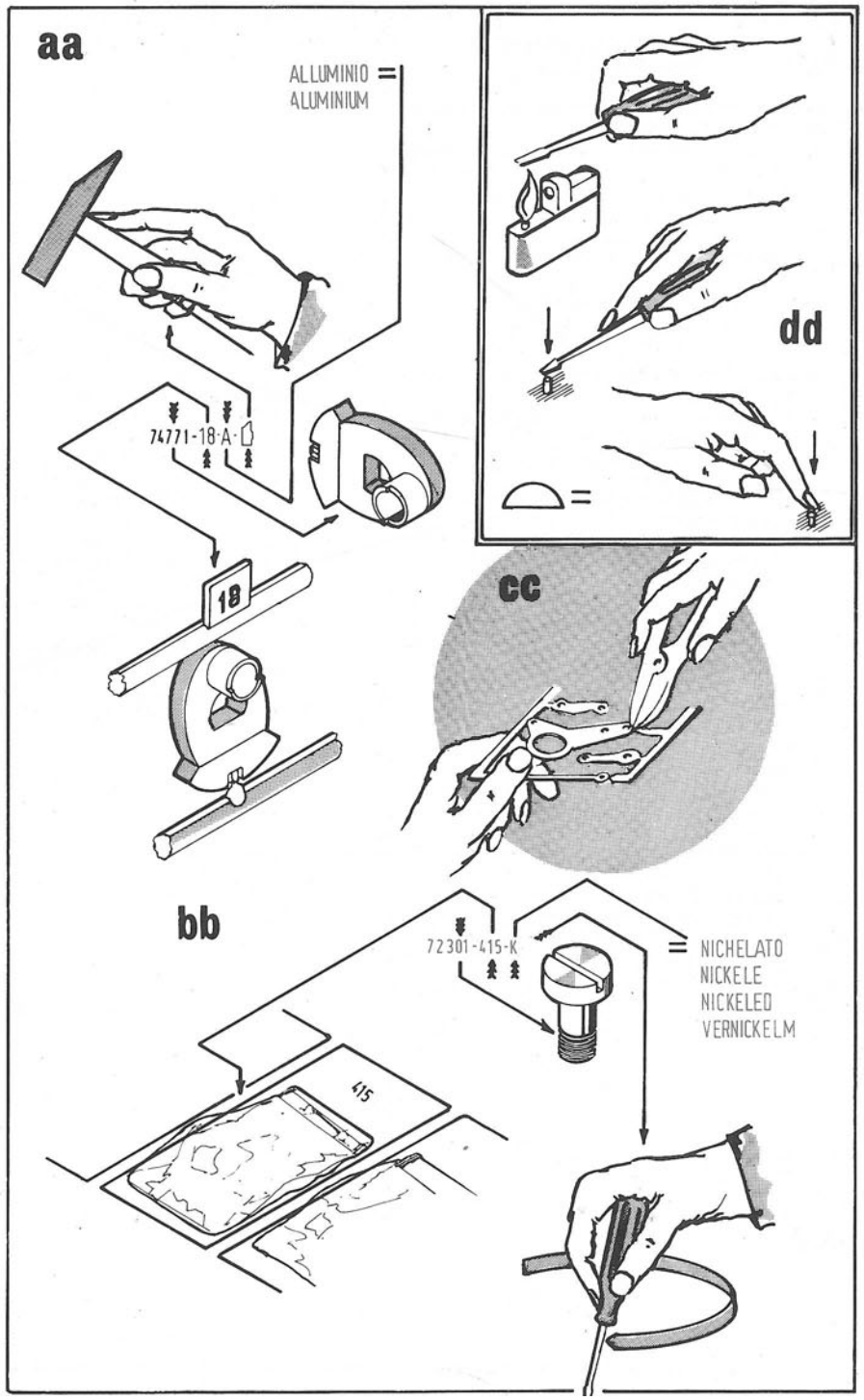


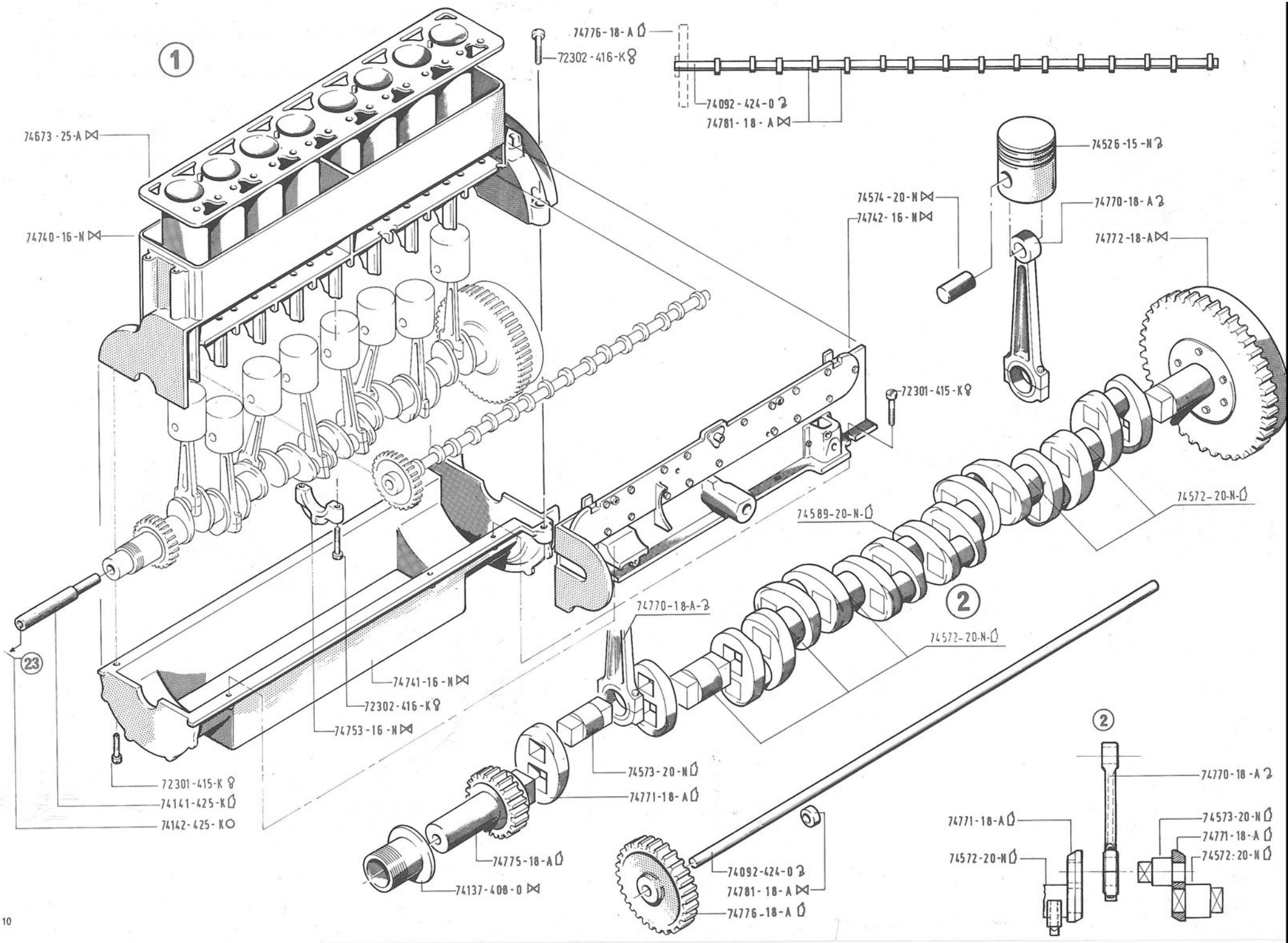
N.B. Abbiamo previsto che alcuni pezzi possano guastarsi o perdersi durante il montaggio per inesperienze o disattenzione. Ne abbiamo quindi messo un discreto numero più del necessario per aiutarvi maggiormente.

N.B. Nous avons pensé que certaines pièces pourraient s'abimer 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 nombre plus elevé que celui normalment nécessaire afin de vous faciliter le travail.

N.B. An extra quantity of some parts is supplied with the kit to replace parts which may be accidentally lost or damaged.

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

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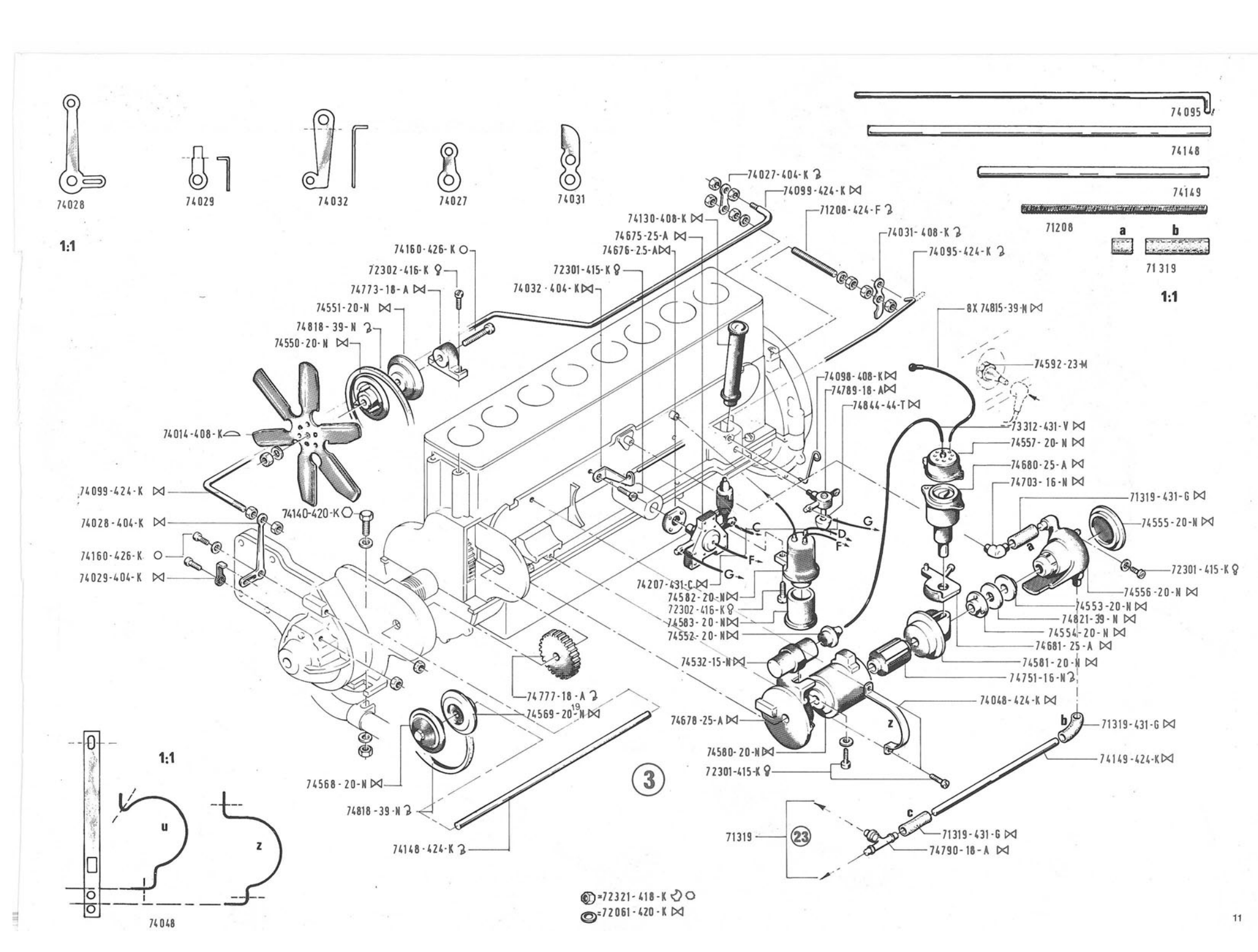
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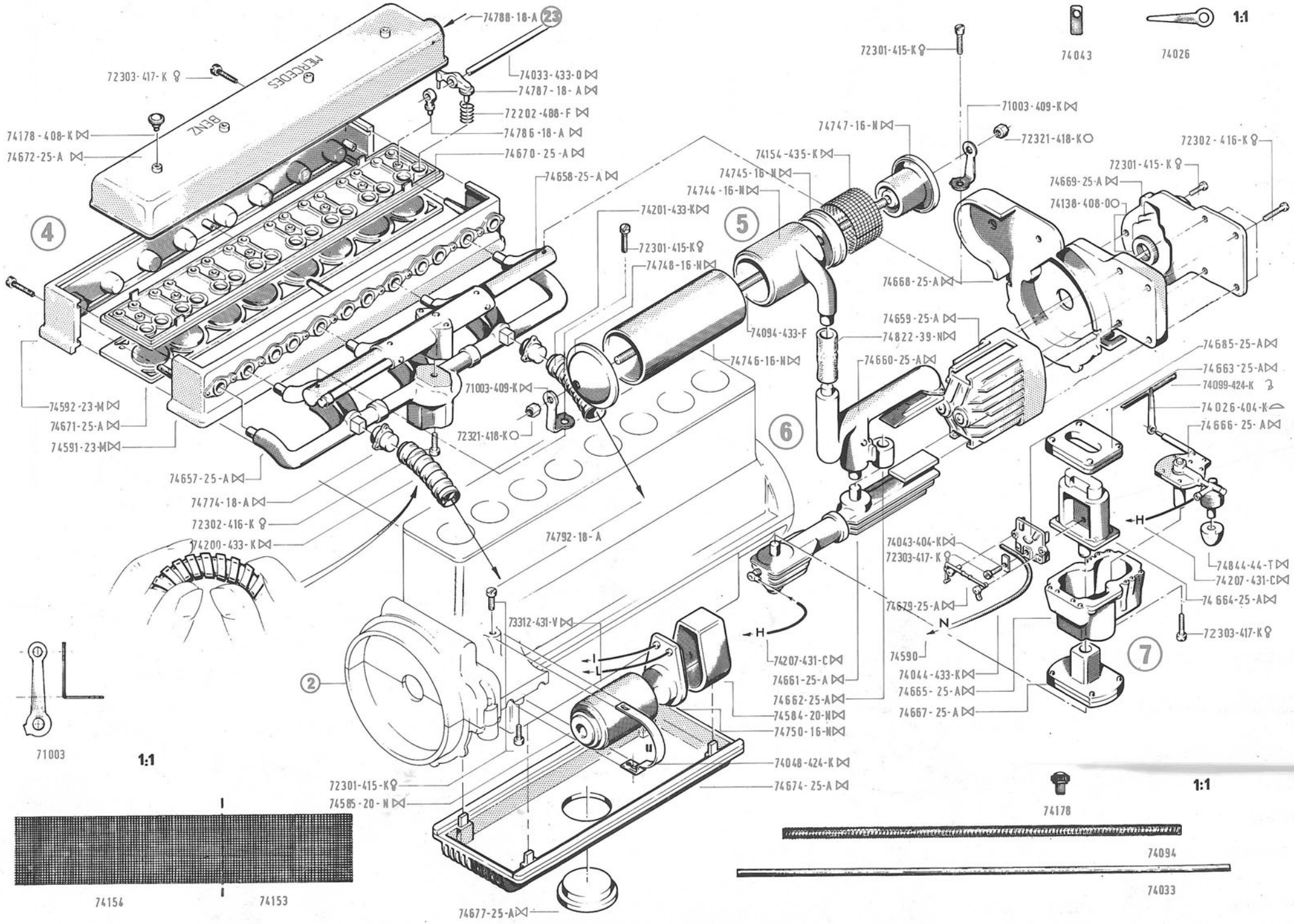
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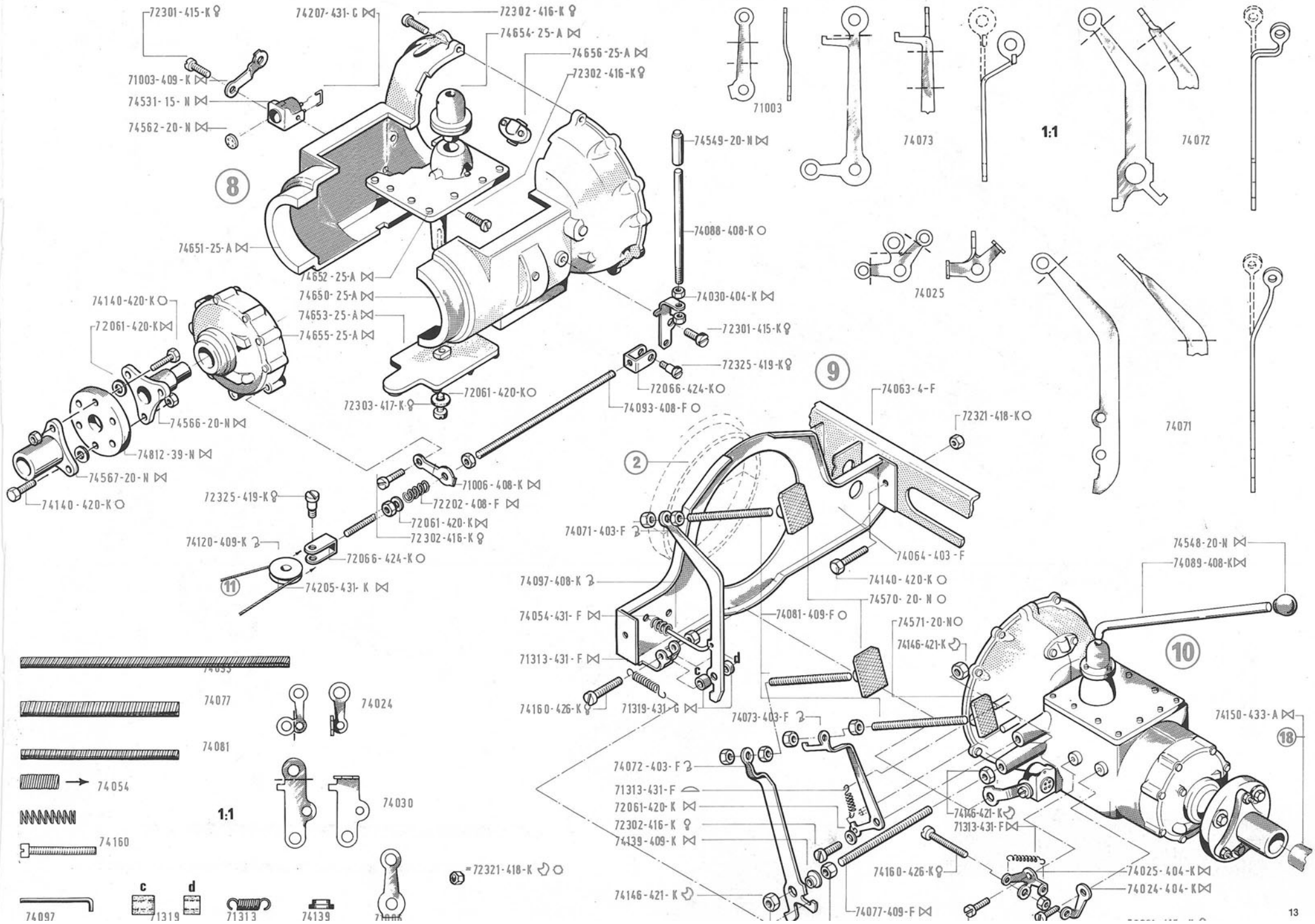
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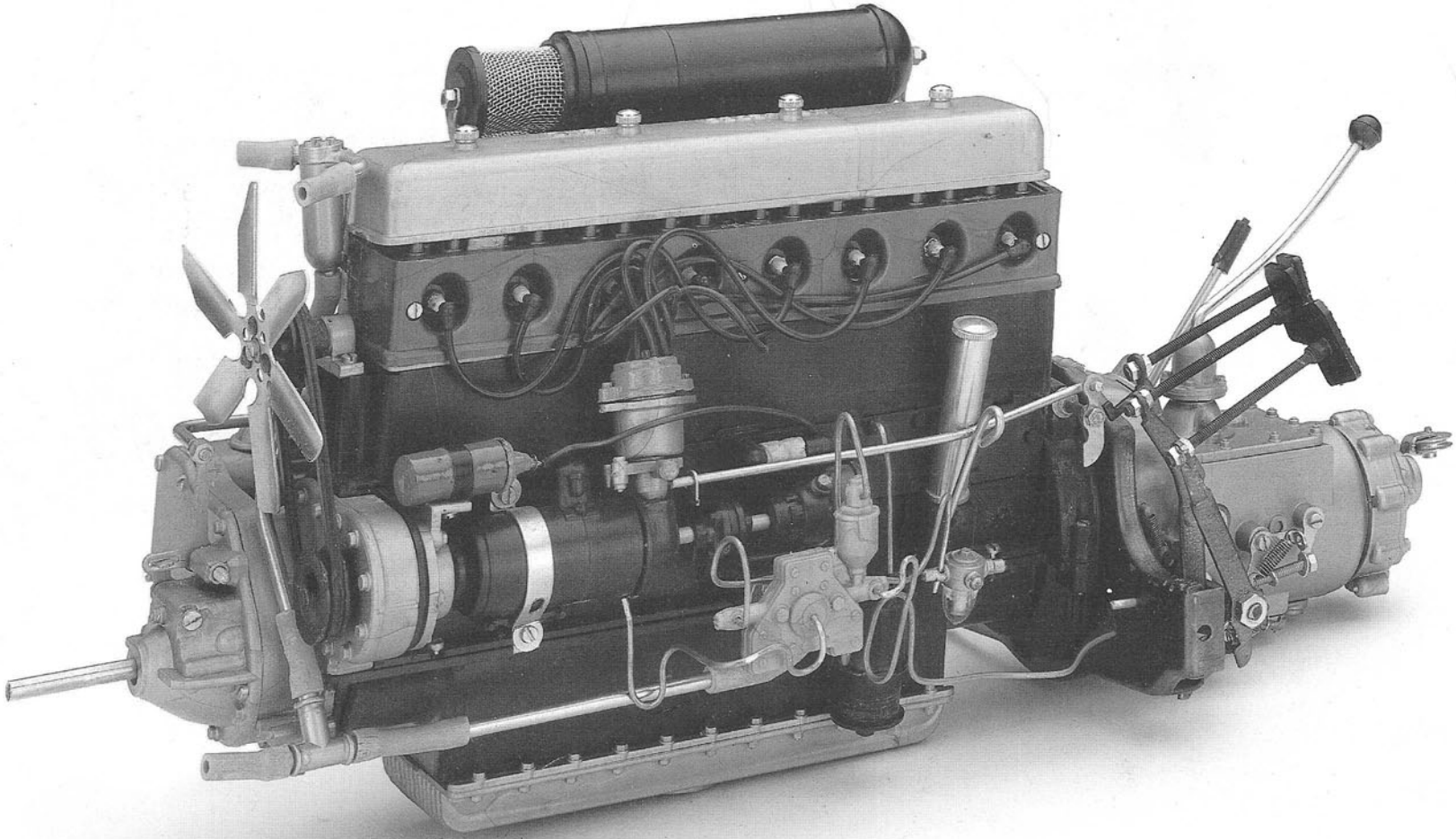

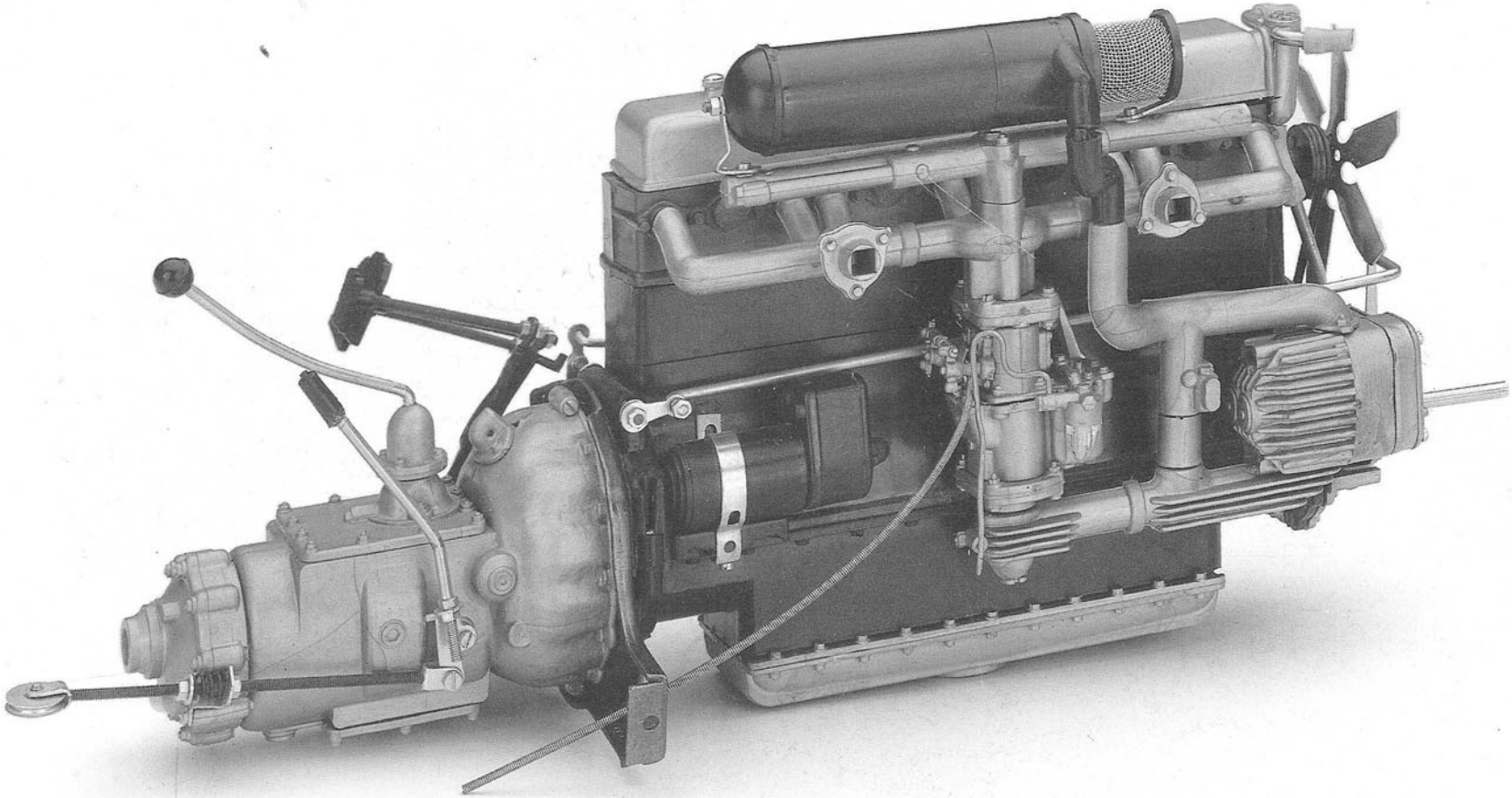

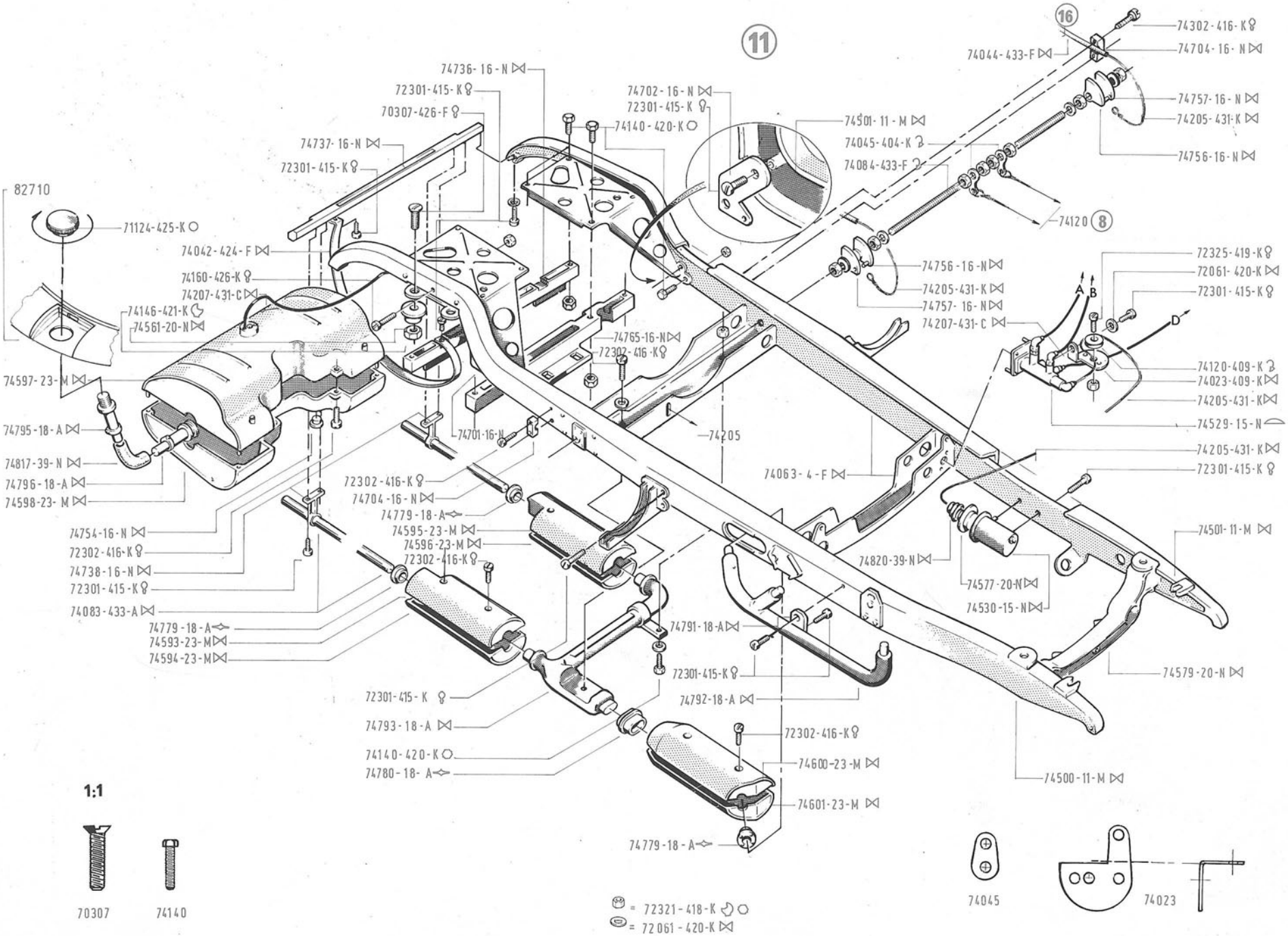
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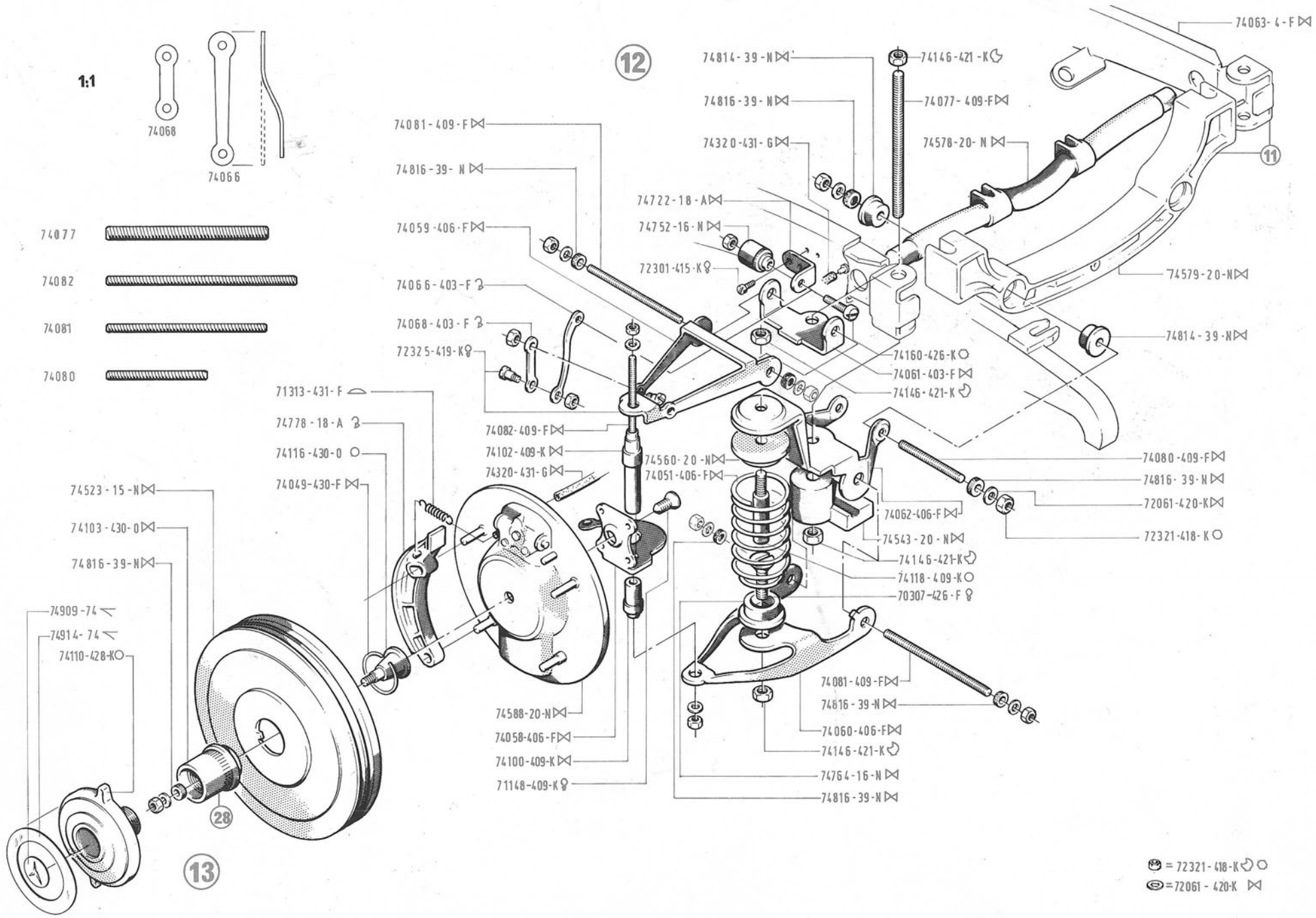
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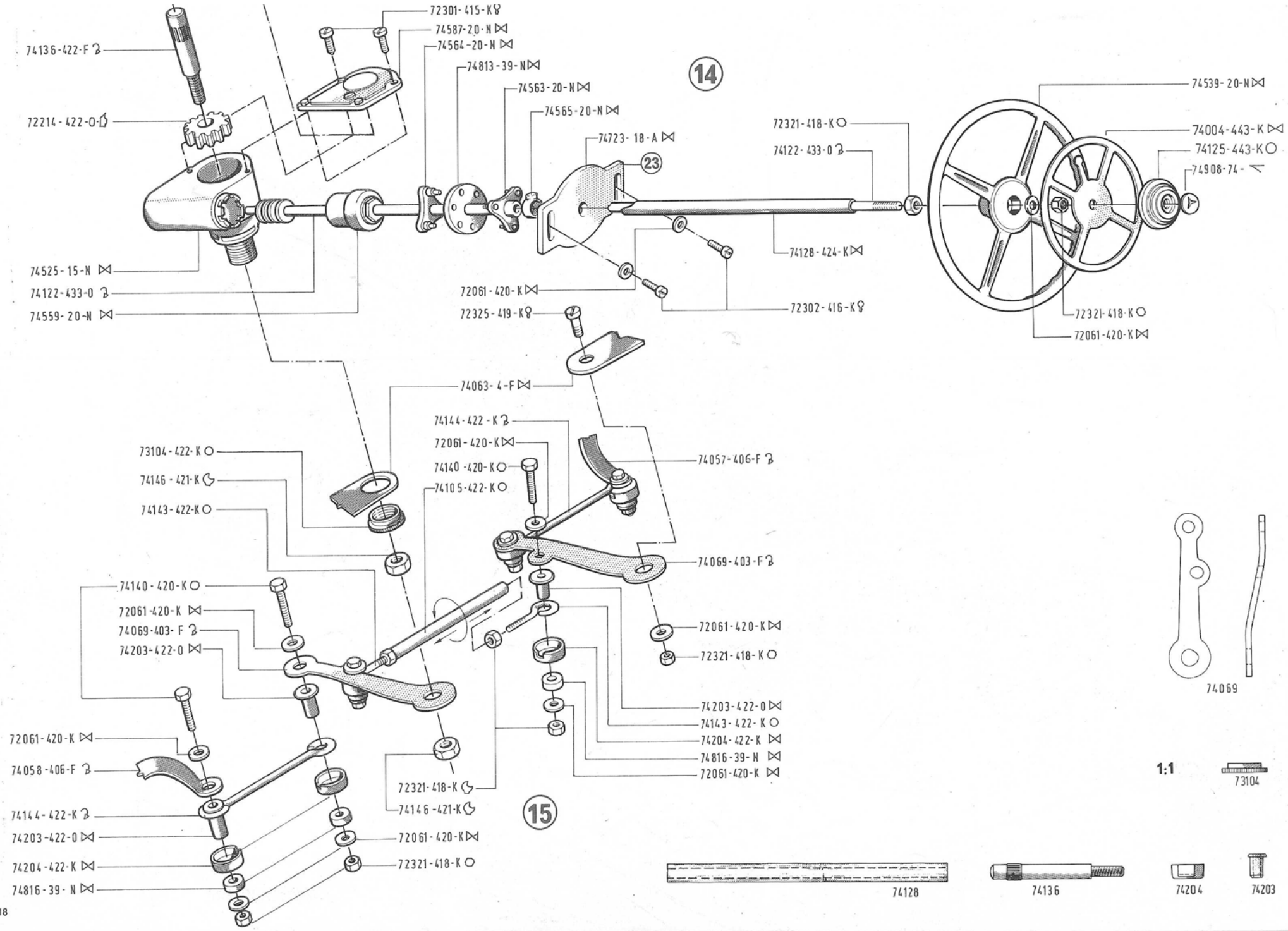
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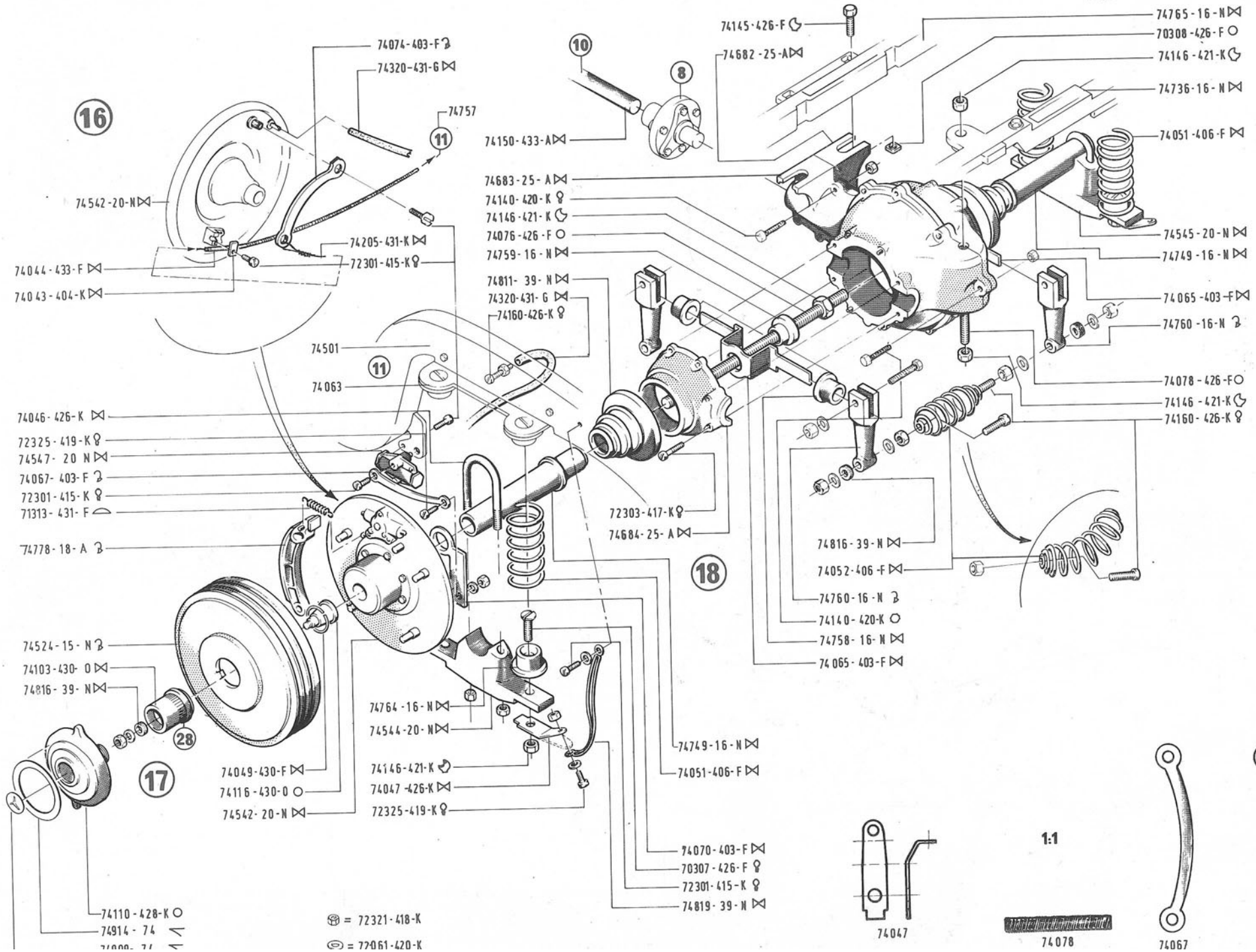
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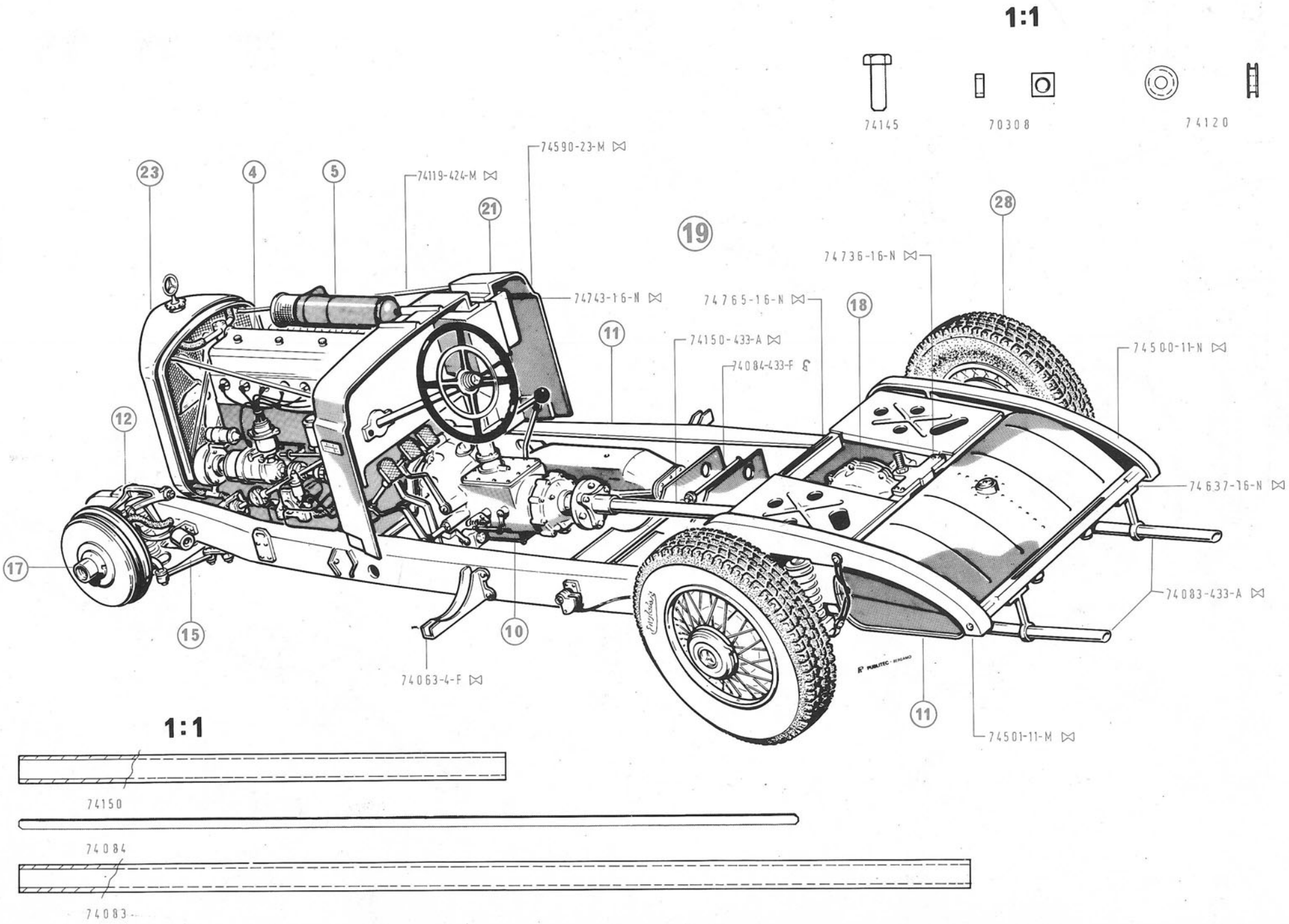
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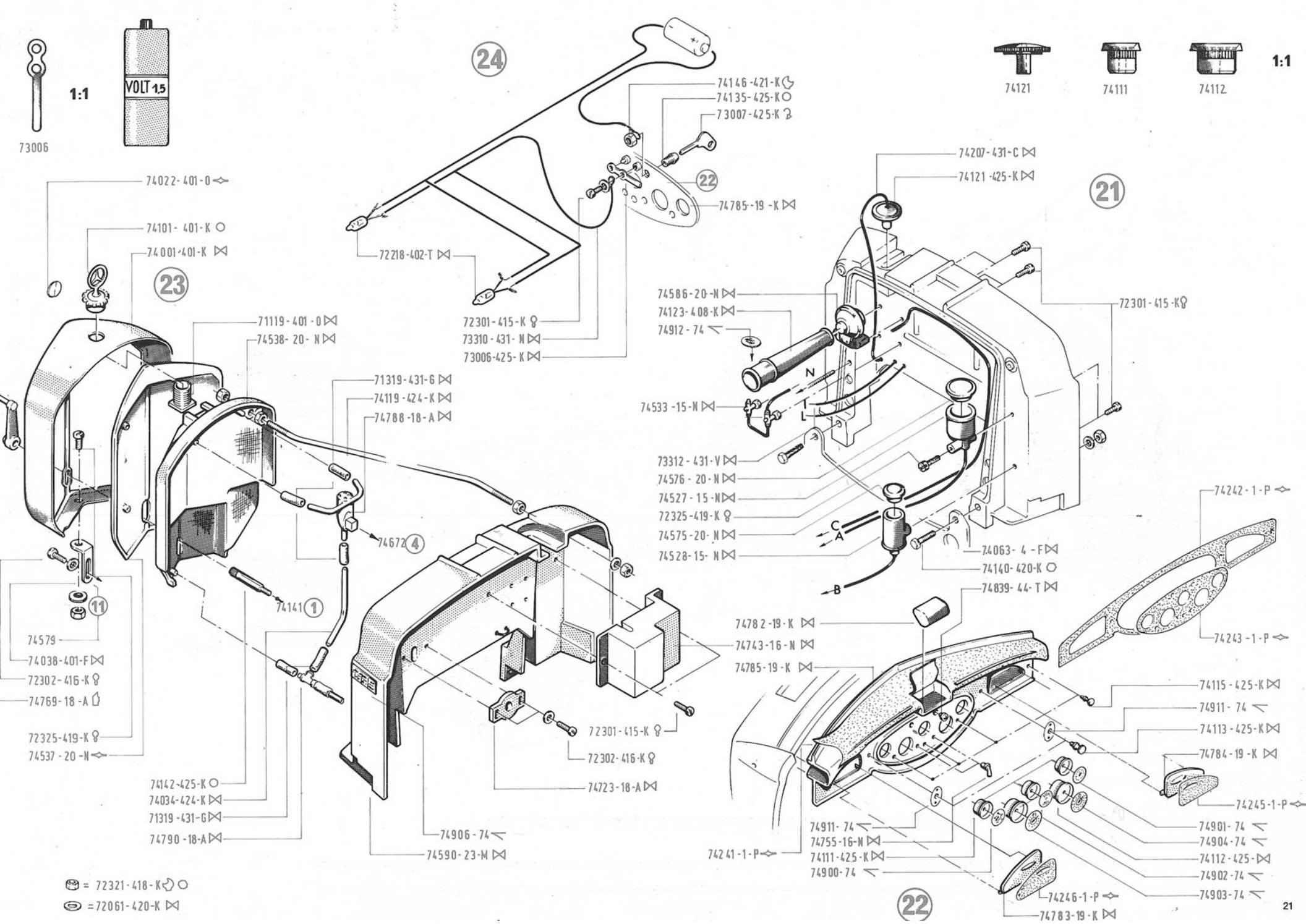
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(I) MONTAGGIO DELLE RUOTE
Dis. 25-26-27-28

Il montaggio delle ruote non presenta alcuna difficoltà, richiede solo un po' di pazienza e di attenzione.
Procedere come segue:

1) Fissare la valvola 72101 all'anello di metallo 74009 a mezzo di ribattitura usando un piccolo martello.

2) Sistemare l'anello in metallo 74009 nella sua sede all'interno dell'anello in plastica 74637.

3) Posare il rivestimento del mozzo 74109 sul particolare 74641; a questo punto bloccare tutti i particolari di cui sopra inserendo l'anello in plastica 74638 e spingendolo a fondo dentro al 74637 facendo attenzione che l'incavo vada a corrispondere con la rispettiva tacca di riferimento come segnato dalla linea trateggiata (dis. 25).

4) Sistemare i sette contrappesi 74132, ognuno nella propria sede, facendo una leggera pressione con un cacciavite (dis. 26 - particolare A).

5) Infilare alle due estremità di ogni raggio 74055 i relativi tiranti 72120 facendo attenzione che siano infilati in modo corretto (vedere dis. 26 - particolare C).

6) Sistemare il primo raggio in uno degli alloggiamenti dell'anello in plastica 74641, appoggiando le due estremità del raggio in corrispondenza delle tacche che si trovano nell'altro anello in plastica 74637, quindi con un piccolo cacciavite forzare **leggermente** su uno dei tiranti 72120 che dovrà entrare per metà nell'alloggiamento (vedere dis. 26 - particolare B), ripetere poi la stessa operazione per l'altro tirante. Procedere nello stesso modo con gli altri raggi ripetendo successivamente le medesime operazioni fino al completamento di tutta la serie.

7) Bloccare le estremità dei raggi con l'anello di metallo 74010 che va avvitato all'anello in plastica 74637 mediante le viti 74300, facendo attenzione che tutti i raggi e relativi tiranti siano perfettamente nelle loro sedi.

8) Capovolgere questa ruota già montata da un lato e sistemare la seconda serie di raggi 74053 con lo stesso ordine e lo stesso sistema già usato per il disegno 26, tenendo presente che l'anello di metallo che blocca questi raggi ha il numero 74011.

9) Chiudere i raggi nella parte centrale del mozzo ruota applicando l'anello 74108 sul lato esterno e l'anello 74104 sul lato interno. Bloccare il tutto avvitando fortemente le ghiere 74117 e 74117 come illustrato nel disegno 27.

10) Tagliare con un coltello i raggi ausiliari in plastica da entrambe le parti della ruota (dis. 27 - particolare D), con questa operazione termina il montaggio della ruota.

11) Montare il pneumatico 74800; per rendere più semplice l'operazione consigliamo di riscaldare leggermente il pneumatico espondendolo per alcuni minuti al sole o avvicinandolo ad una sorgente di calore indiretto al solo scopo di renderlo più morbido e facilitarne quindi il montaggio.

(F) MONTAGE DES ROUES
Dessin 25-26-27-28

Le montage des roues ne présente aucune difficulté. Il nécessite seulement un peu de patience et d'attention.
Procéder de la façon suivante:

1) Fixer la valve 72101 à la jante métallique 74009 par rabattement au moyen d'un petit marteau.

2) Placer la jante métallique 74009 dans son propre logement à l'intérieur du cercle en plastique 74637.

3) Disposer le revêtement du moyeu 74109 sur la pièce 74641; bloquer maintenant toutes les pièces précitées moyennant l'introduction du cercle en plastique 74638 dans le cercle 74637, en prenant soin de bien l'enfocer à fond et de faire coincider la cavité avec l'antaille de repérage relative (selon la ligne hachurée du dessin 25).

4) Mettre en place les sept contrepoids 74132 dans leurs logements repsectifs, en exerçant une légère pression au moyen d'un tournevis (dessin 26 - détail A).
Disposer maintenant les rayons, en commençant par la partie extérieure:

5) Enfiler sur les extrémités de chaque rayon 74055 les tirants respectifs 72120, en prenant soin d'exécuter correctement cette opération (voir le dessin 26 - détail C).

6) Placer le premier rayon dans l'un des logement prévus sur le cercle en plastique 74641 en enfonçant les deux extrémités du rayon dans les entailles prévues sur l'autre cercle en plastique 74637. A l'aide d'un petit tournevis exercer une **légère pression** sur l'un des tirants 72120 qui devra pénétrer par moitié dans le logement (voir le dessin 26 - détail B).
Cette même opération devra être réexécutée sur l'autre tirant. La séquence d'opérations précitée devra être répétée pour tous les autres rayons, jusqu'à l'achèvement de la série.

7) Bloquer les extrémités des rayons avec la jante métallique 74010, à visser sur le cercle en plastique 74637 au moyen des vis 74300, en prêtant une attention particulière à la parfaite disposition des rayons et des tirants dans leurs logements respectifs.

8) Retourner la roue — qui est déjà montée sur l'un de ses côté — et procéder à la mise en place de la deuxième série de rayons 74053, en suivant la séquence et le procédé déjà utilisés pour le dessin 26. Il est à souligner que la jante métallique servant au blocage de ces rayons est marquée du numéro 74011.

9) Bloquer les rayons dans la partie centrale du moyeu à l'aide de la bague 74108 sur le côté extérieur et 74104 sur le côté intérieur. Bloquer le tout en vissant fortement les anneaux de serrage 74117 et 74114, selon l'illustration du dessin 27.

10) Pour terminer le montage de la roue, couper à l'aide d'un couteau tous les rayons auxiliaires en plastique sur les deux côtés de la roue (dessin 27 - détail D).

11) Monter le pneu 74800; pour faciliter cette opération, il est à conseiller de chauffer légèrement le pneu soit en l'exposant pendant quelques minutes au soleil, soit en le rapprochant à une source de chaleur indirecte, dans le seul but de le rendre plus souple pour le montage.

(GB) WHEEL ASSEMBLY
Dwg 25-26-27-28

Assembly of the wheels is not difficult. It just takes patience and care.
Proceed as follows:

1) Using a small hammer, rivet valve 72101 to metal ring 74009.

2) Place metal ring 74009 inside its seat in plastic ring 74637.

3) assemble hub cover 74109 on part 74641. Now, tighten all the parts mentioned above, inserting plastic ring 74638 and pushing it well down inside 74637. When doing this, make sure the slot corresponds with the reference notch as shown by the dotted line (dwg 25).

4) Assemble the seven counterweights 74132, one in each seat, pressing lightly with a screwdriver (dwg 26 - detail A).
It is now time to assemble the spokes, starting from the outside.

5) Insert tie-rods 72120 at both ends of each spoke 74055 making sure they are inserted correctly (see dwg 26 - detail C).

6) Assemble the first spoke in one of the cavities on the plastic ring 74641, resting both ends of the spoke to correspond with the notches on the other plastic ring 74637. using a small screwdriver, **press lightly** on one of the tie-rods 72120 which should fit halfway into the cavity (see dwg 26 - detail B).
Repeat the same operation for the other tie-rod. Proceed in the same way for all the other spokes until they are all assembled.

7) Tighten the ends of the spokes using metal ring 74010 by screwing it to plastic ring 74637 using screws 74300. When doing this, make sure all the spokes and tie-rods are properly assembled in their seats.

8) Turn the assembled wheel over on its side and assemble the second set of spokes 74053 in the same order and in the same way as described for dwg 26. The metal ring for tightening these spokes is number 74011.

9) Clamp the spokes in the centre of the hub by fitting ring 74108 on the outside and 74104 on the inside. Tighten the whole assembly by screwing down ring nuts 74117 and 74114 as shown on dwg 27.

10) Using a knife, cut the auxiliary plastic spokes on both sides of the wheel (dwg 27 - detail D). This completes assembly of the wheels.

11) Assemble tyre 74800. To make this easier, we suggest heating the tyre slightly by exposing it for a few minutes to the sun or other indirect source of heat to soften it.

(D) MONTAGE DER RÄDER
Zechnung Nr. 25-26-27-28

Die Montage der Räder bereitet keine Schwierigkeiten, erfordert jodoch etwas Geduld und Aufmerksamkeit.
Man geht wie folgt vor:

1) Das Ventil 72101 an den Metallring durch Anhämmern mit einem kleinen Hammer befestigen.

2) Den Metallring 74009 in seinen Platz im Innern des Plastikringes 74637 einfügen.

3) Die Bekleidung der Radnabe 74109 auf das Teil 74641 auflegen. Jetzt werden sämtliche vorher angegebenen Teile befestigt, indem der Plastikring 74638 eingefügt und tief in das Teil 74637 hineingeschoben wird. Dabei ist zu beachten, dass die Kerbe in die entsprechende Lücke passt (s. gestrichelte Linie Zchg. Nr. 25).

4) Die sieben Gegengewichte 74132 mit leichtem Druck eines Schraubenziehers an ihrem jeweiligen Platz anordnen (Zchg. Nr. 26 - Teil A).
Jetzt beginnt man mit der Anordnung der Speichen, und zwar von der äusseren Seite aus beginnend.

5) An den beiden Enden jeder Speiche 74055 den betreffenden Nippel 72120 anbringen. Dabei ist darauf zu achten, dass dieselben korrekt angebracht werden. (s. Zchg. Nr. 26-Teil C).

6) Die erste Speiche nun in eine der Kerben des Plastik - ringes 74641 einfügen, indem man die beiden Enden der Speiche in die dafür vorgesehenen Halterungen des anderen Plastikringes 74637 fügt, dann mit **leichtem**. Druck eines kleinen Schraubenziehers einen der Nippel bis zur Hälfte in die vorgesehene Halterung eintreiben (s. Zchg. Nr. 26 - Teil B).
Danach wird mit dem nächsten Nippel ebenso verfahren, und so fährt man fort, bis die gesamte Serie komplett ist.

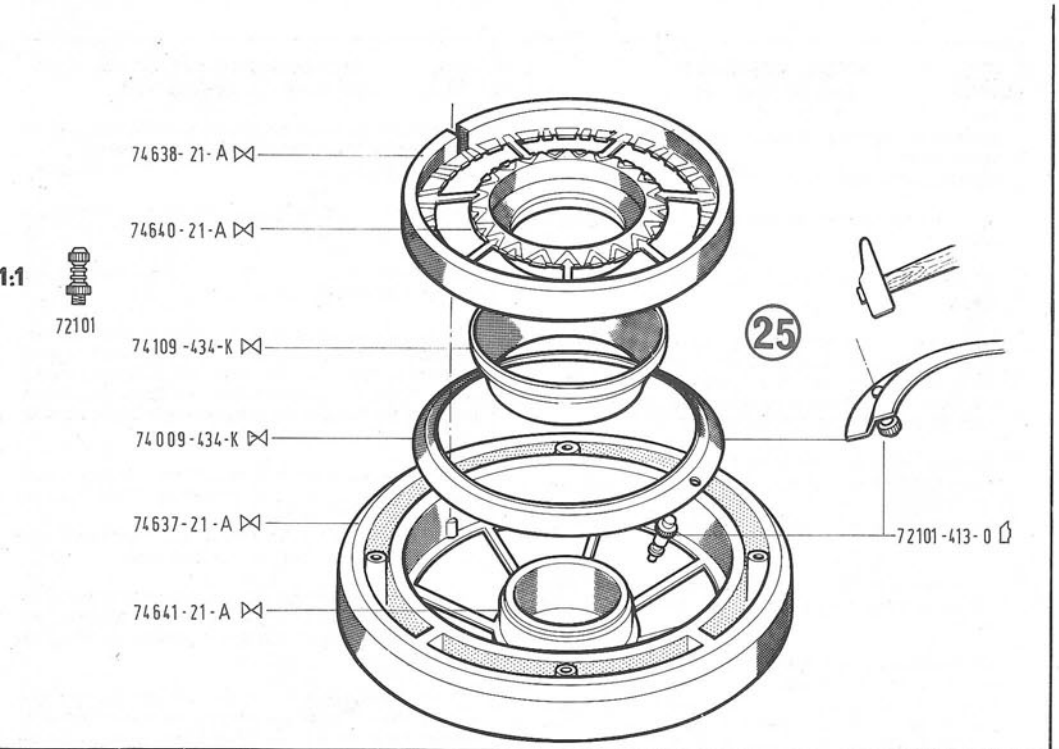
7) Die Enden der Speichen mit dem Metallring 74010 befestigen, der auf den Plastikring 74637 mittels der Schrauben 74300 aufgeschraubt wird. Es ist dabei zu beachten, dass alle Speichen und die betreffenden Nippel gut auf ihren Plätzen eingefügt sind.

8) Das schon auf einer Seite montierte Rad wird nun umgedreht, um die zweite Serie von Speichen 74053 in der gleichen Reihenfolge und mit dem gleichen Verfahren wie bei Zeichnung Nr. 26 montieren zu können. Es ist dabei zu beachten, dass der Metallring, der diese Speichen befestigt, die Nummer 74011 trägt.

9) Die Speichen werden nun in der Mitte der Radnabe befestigt, indem der Ring 74108 auf der äusseren Seite und der Ring 74104 auf der inneren Seite angebracht wird. Alles wird dann arretiert, indem man die Nutmuttern 74117 und 74114 stark anzieht (s. Zchg. Nr. 27).

10) Nun werden mit einem Messer die Hilfsspeichen aus Plastik auf beiden Seiten des Rades abgeschnitten (Zchg. Nr. 27 - Teil D). Hiermit ist die Montage des Rades beendet.

11) Nun den Reifen 74800 aufmontieren. Um diesem Arbeitsgang zu erleichtern wird geraten, den Reifen leicht zu erwärmen, indem man ihn einige Minuten lang in die Sonne oder an einen warmen Platz legt, zu dem Zweck, ihn weicher zu machen und damit die Montage zu erleichtern.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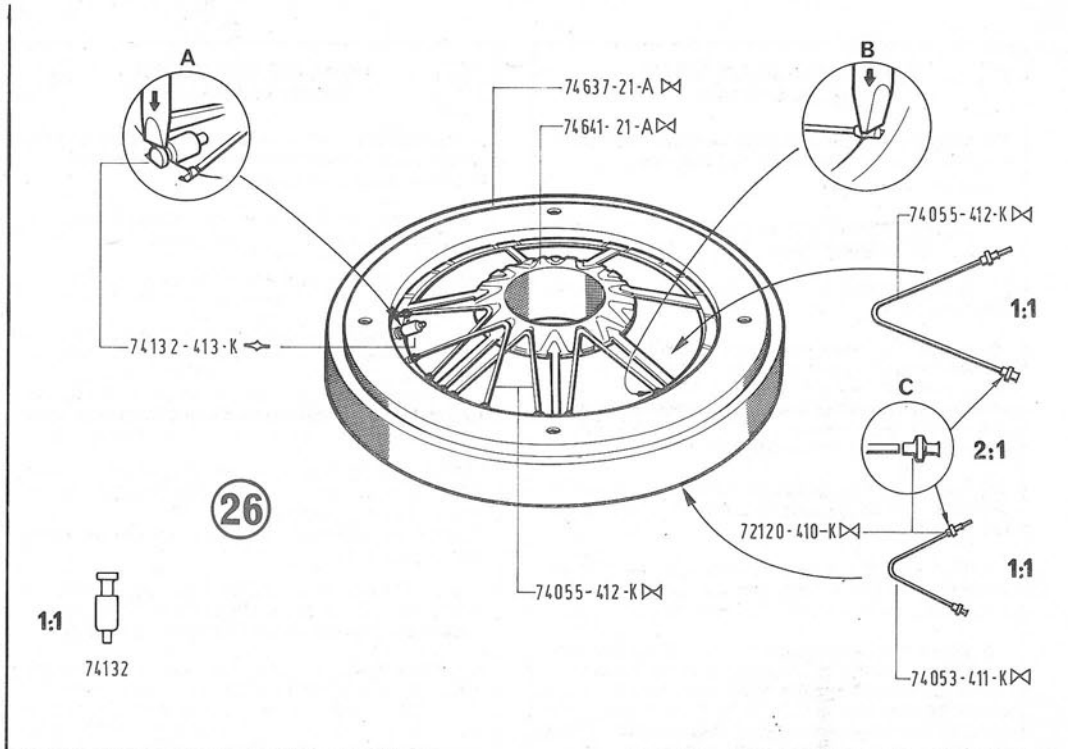
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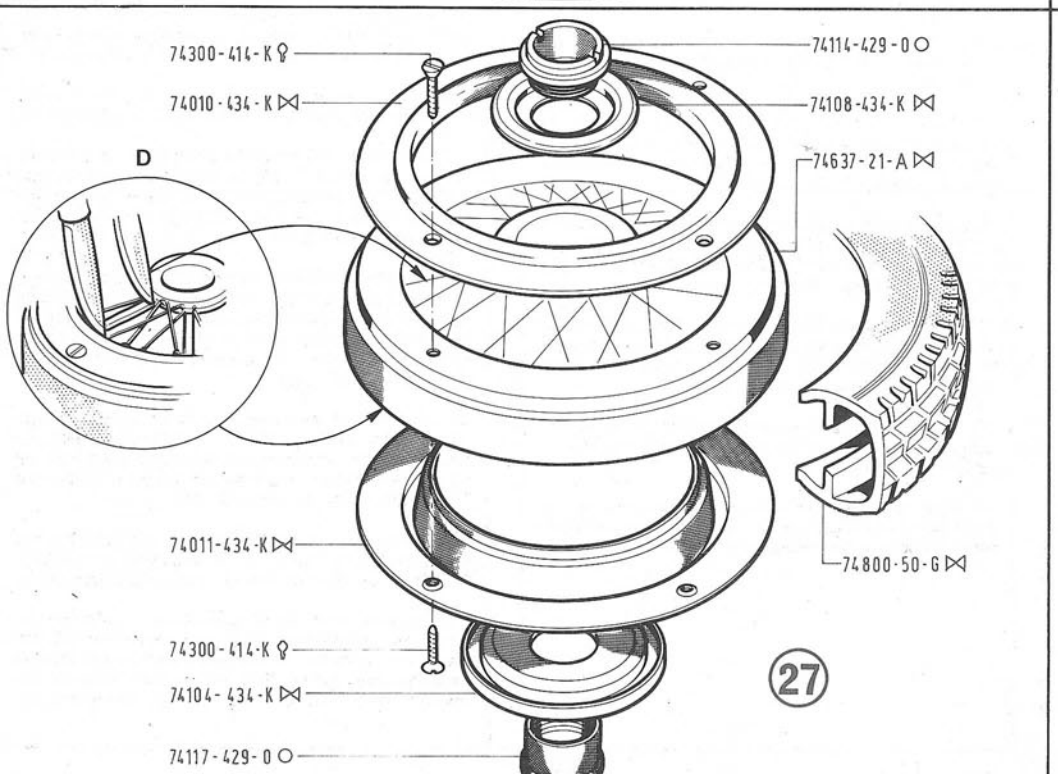
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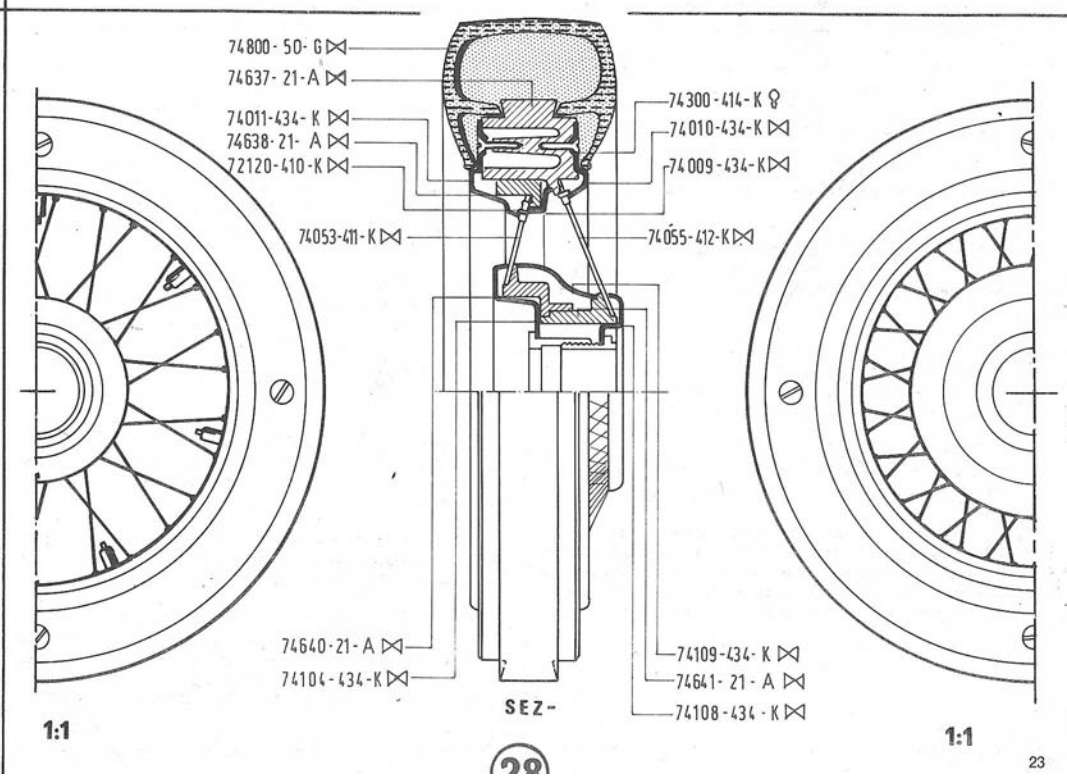
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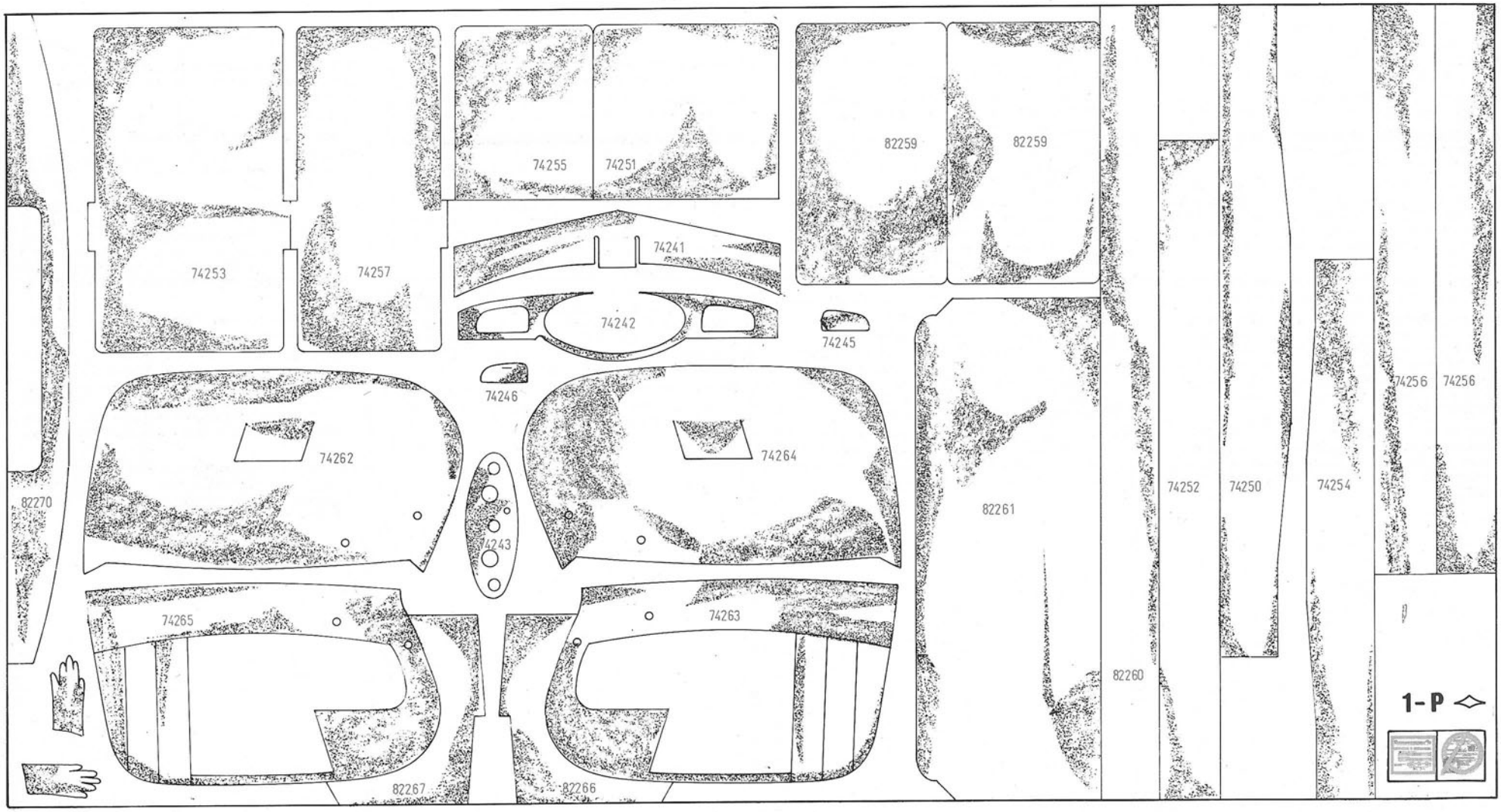
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(I)

IMPORTANTE

Per rivestire 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)

B) Adagiare ogni pezzo 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 materiale di rivestimento 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 della plastica.

D) Lasciare evaporare le due superfici incollate per qualche minuto fino a quando saranno asciutte.

E) Adagiare il materiale di rivestimento 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 sarbbe molto difficile e si correrebbe il rischio di rovinare sia la carrozzeria e sia il rivestimento.

F) Se si devono incollare tra di loro due strati di materiale di rivestimento, si consiglia di sfregare con carta vetrata la superficie liscia sulla quale si dovrà poi adagiare l'altra parte. Ciò garantisce una migliore tenuta all'incollaggio.

(F)

IMPORTANT

Pour recouvrir les sièges et les parties internes il faut proceder 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 example le Bostick).

B) Placer chaque morceau à sa propre place avant de passer la colle afin de bien savoir comment s'y prendre lorsque les pièces auront la colle.

C) Etendre une couche de colle légère mais uniforme sur le revêtement 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 abîment la surface de la matière plastique.

D) Laisser sécher les deux surfaces collées pendant quelques minutes jusqu'à ce qu'elles seront séchées.

E) Etendre le revêtement à sa 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 tentatif serait très difficil et risquerait d'abîmer la carrosserie tant que le revêtement.

F) Si l'on doit coller ensemble deux pièces de revêtement, on conseille de nettoyer les deux parties avec du papier de verre. Cette preparation assure une meilleure tenue de collage.

(GB)

IMPORTANT!

Be very careful when upholstering the seats and interior with the artificial leather. We suggest to proceed as follows:

A) Whatever you do, do not use glues for plastic, but only those with a phenolic base such as Bostik.

B) Experiment by placing each piece of upholstering material in its place before applying the glue so that you know exactly what to do when the glue is applied.

C) Spread a thin but uniform layer of glue on the upholstering material 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 glued surfaces to dry for a few minutes.

E) Place the upholstering material 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 upholstery.

F) If you need to glue upholstering materials together, the respective surfaces should be treated with abrasive paper. Only this guarantees a correct gluing.

(D)

WICHTIG!

Bei der Verkleidung von Sitzen und Innenraum mit Kunstleder sollte sehr aufmerksam und wie folgt vorgegangen werden:

A) Keine Kleber für Kunststoff, sondern nur Phenolharzklebstoff (wie z. B. Bostik) benutzen.

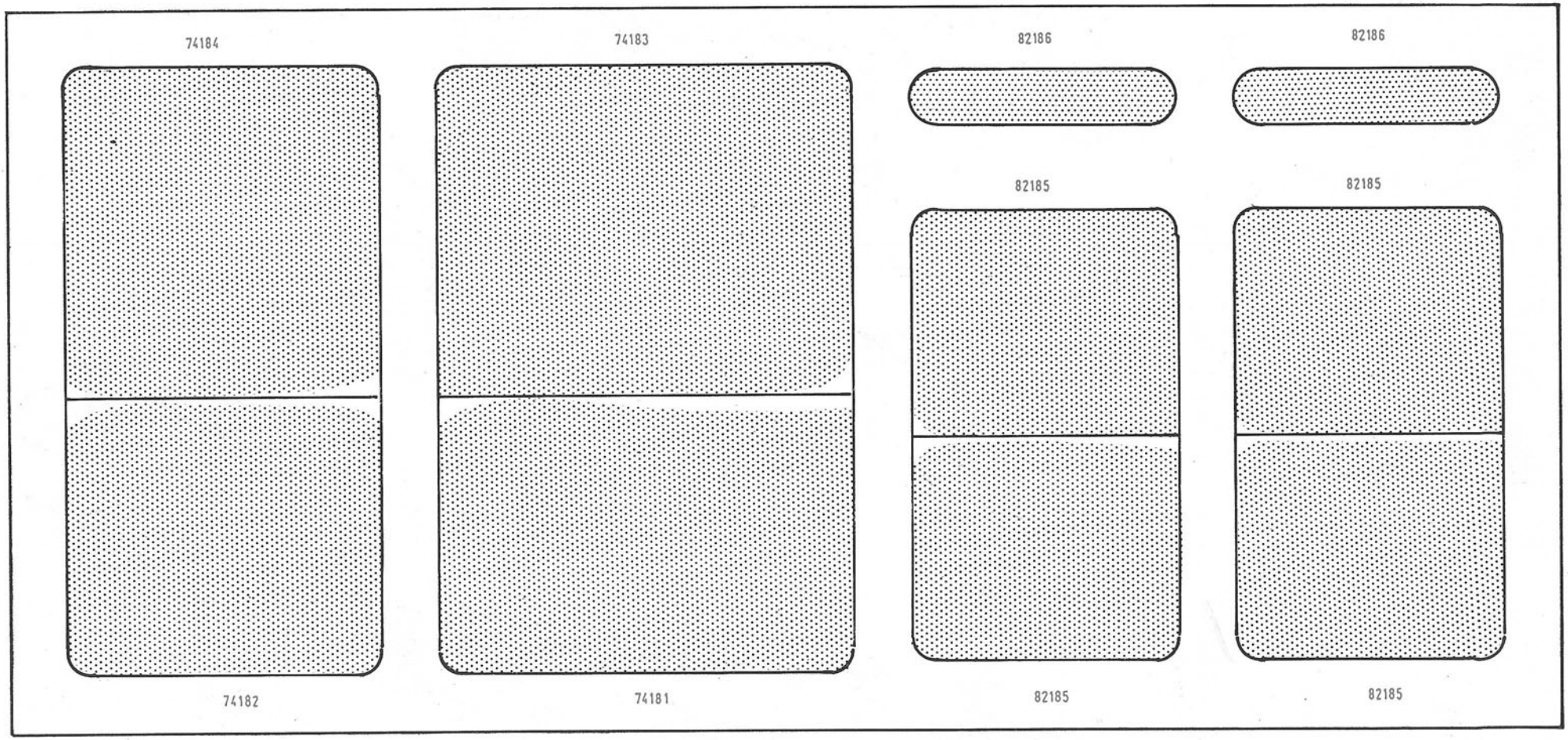
B) Jedes Kunstlederstück an seinen Platz legen, bevor man es mit Klebstoff bestreicht, um ein richtiges Aufkleben zu sichern.

C) Eine leichte und gleichmässige Schicht Klebstoff sowohl auf das Kunstleder wie 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 Bezugsmaterials wie auch des Kunststoffes beschädigt.

D) Die beiden mit Klebstoff bestrichenen Flächen einige Minuten lang trocknen lassen.

E) Leder auf die richtige, gemäss Punkt B. ausgesuchte Stelle legen. Man muss sehr gut aufpassen, da dies 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 Verkleidung zu beschädigen.

F) Wenn Stücke des Bezugsmaterials verklebt werden sollen, muss vorher die Oberfläche mit Schleifpapier aufgerauht werden. Nur so kann ein Haften der Klebestellen garantiert werden.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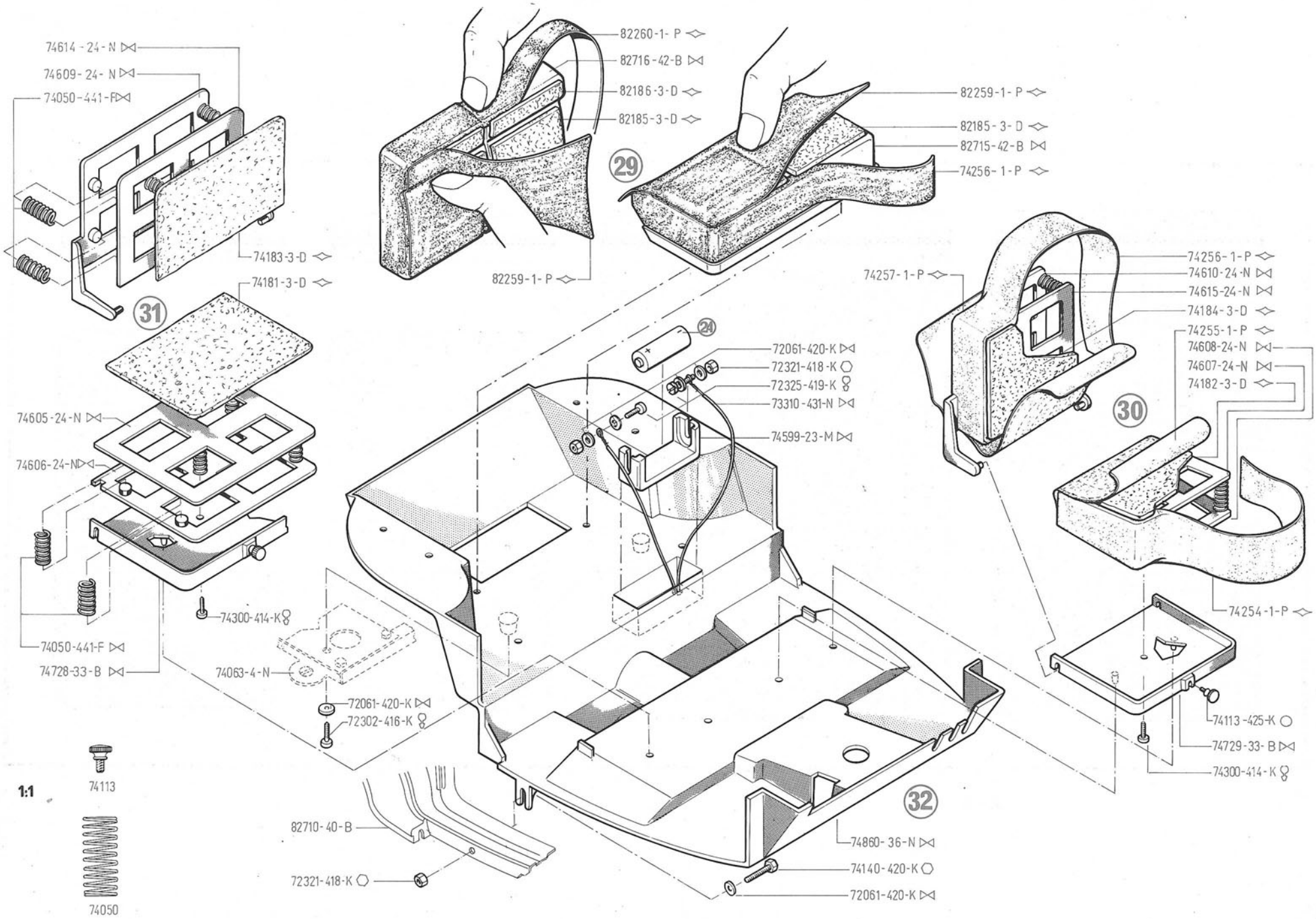
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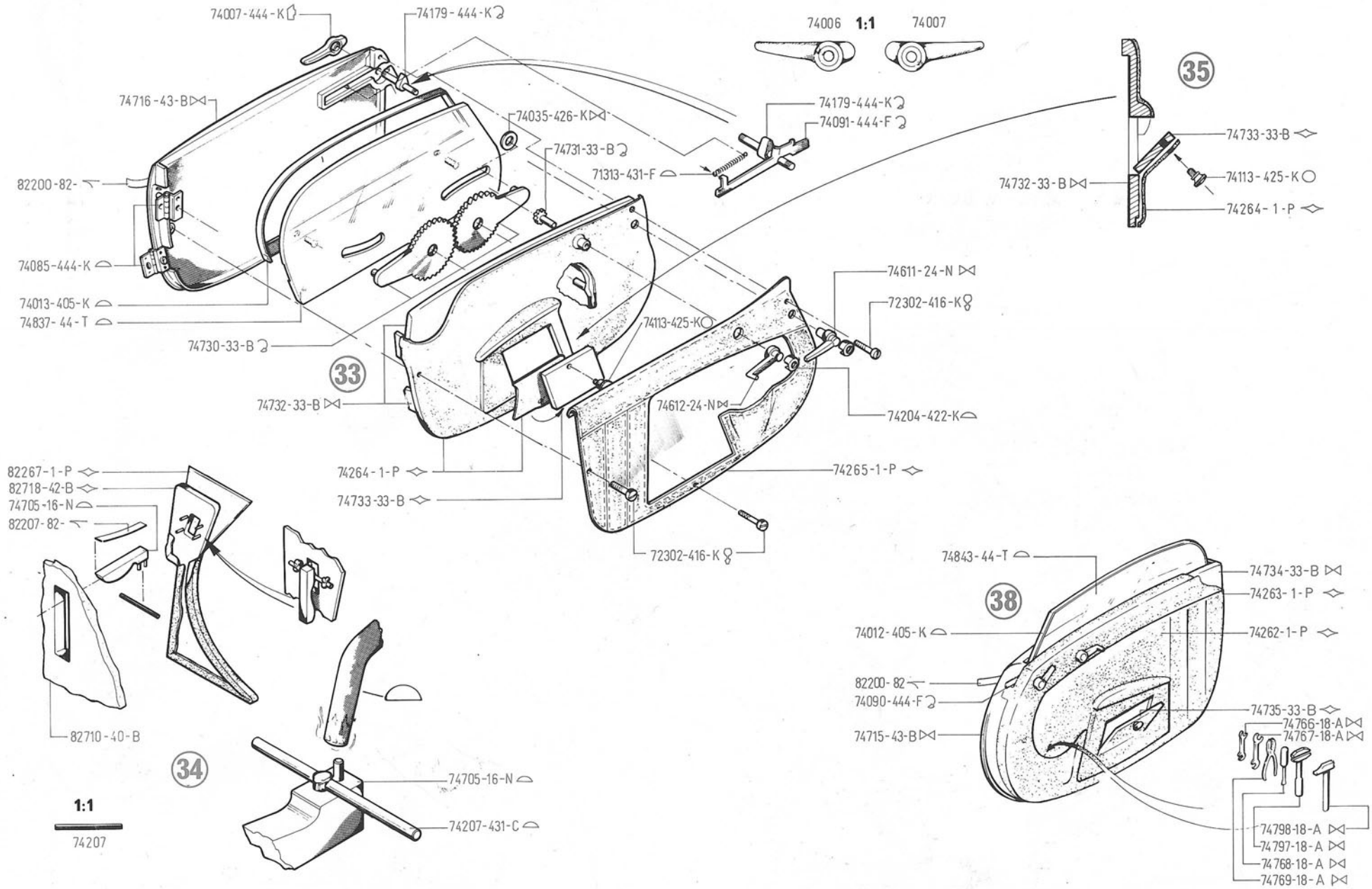
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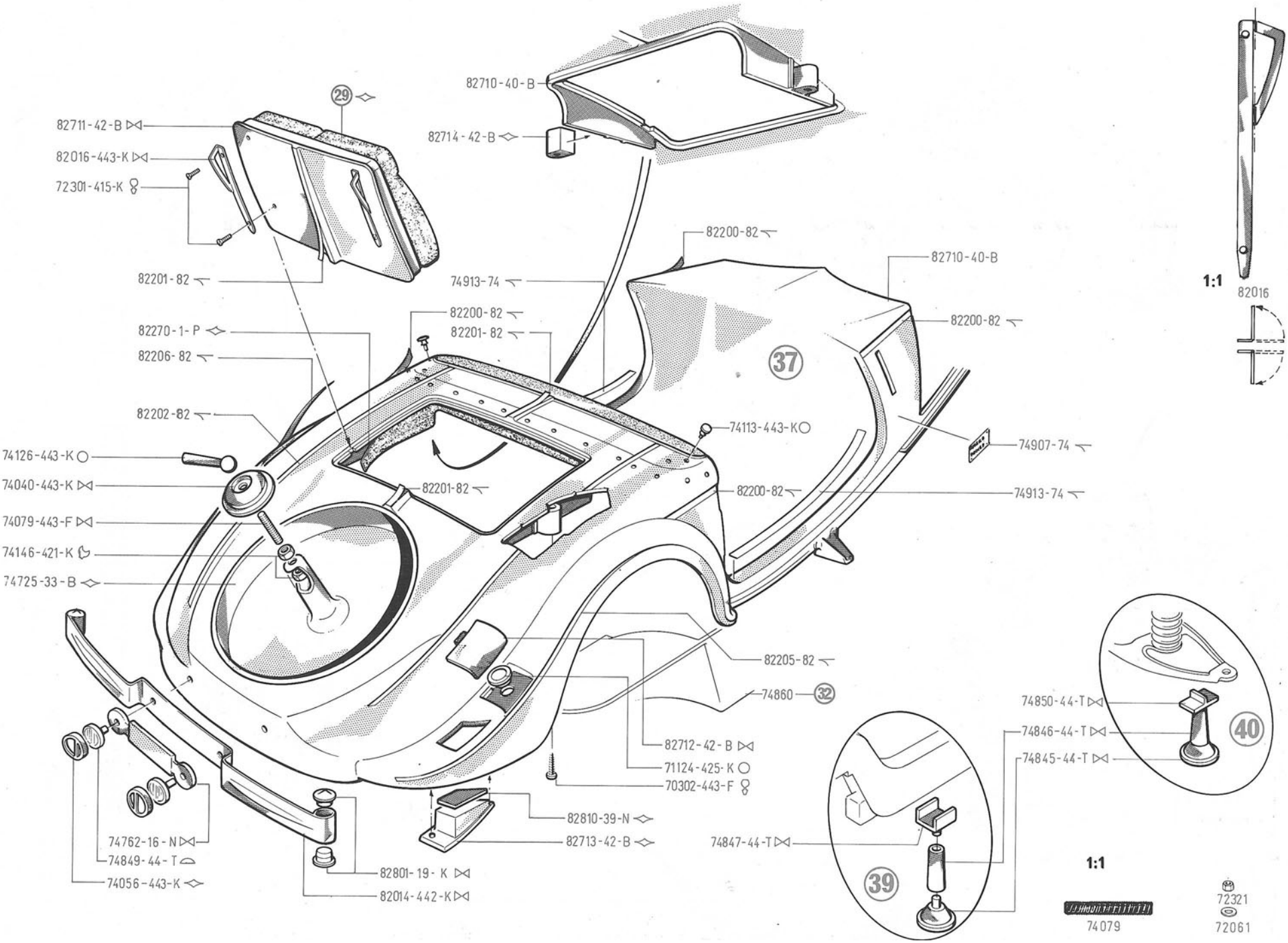
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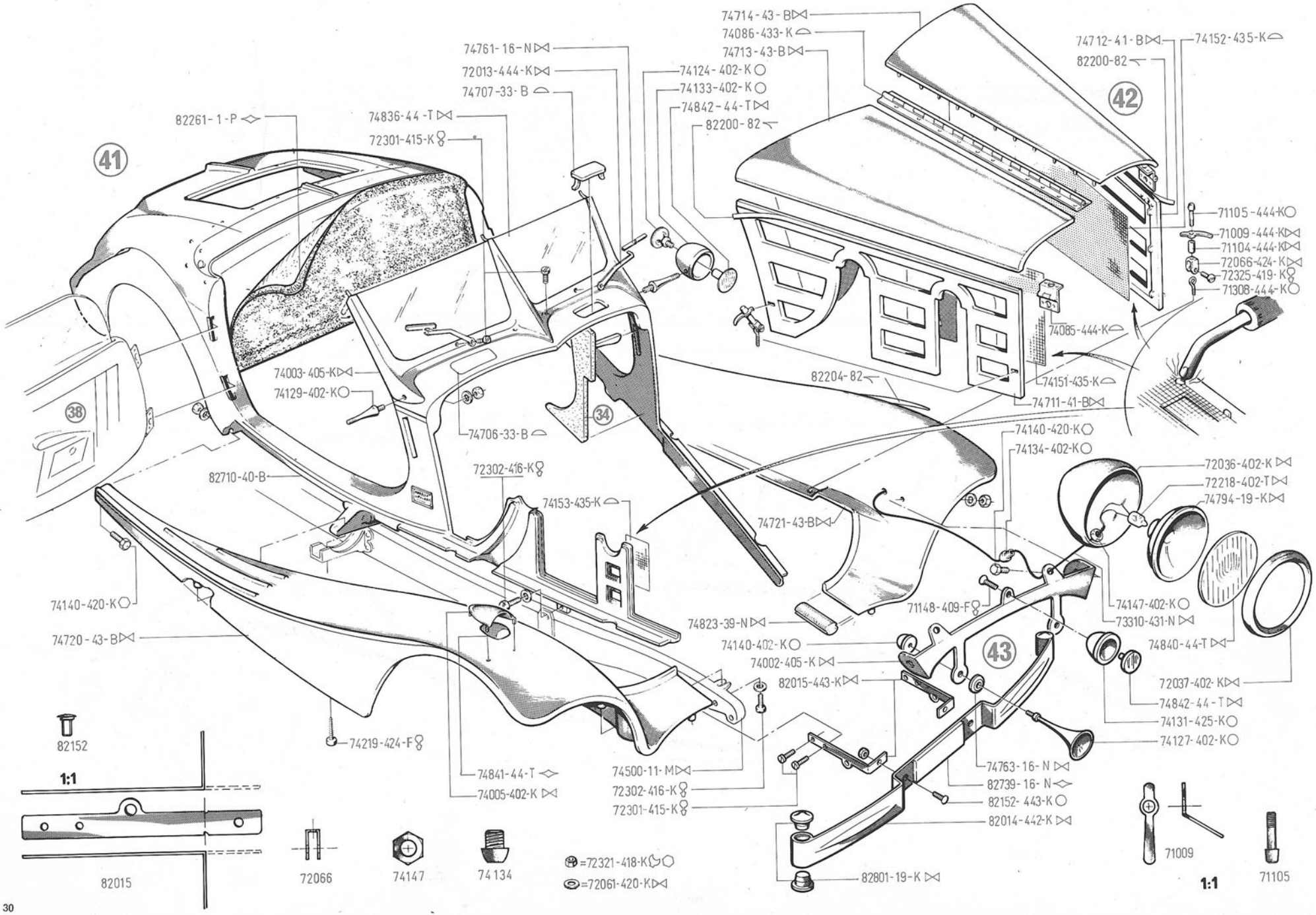
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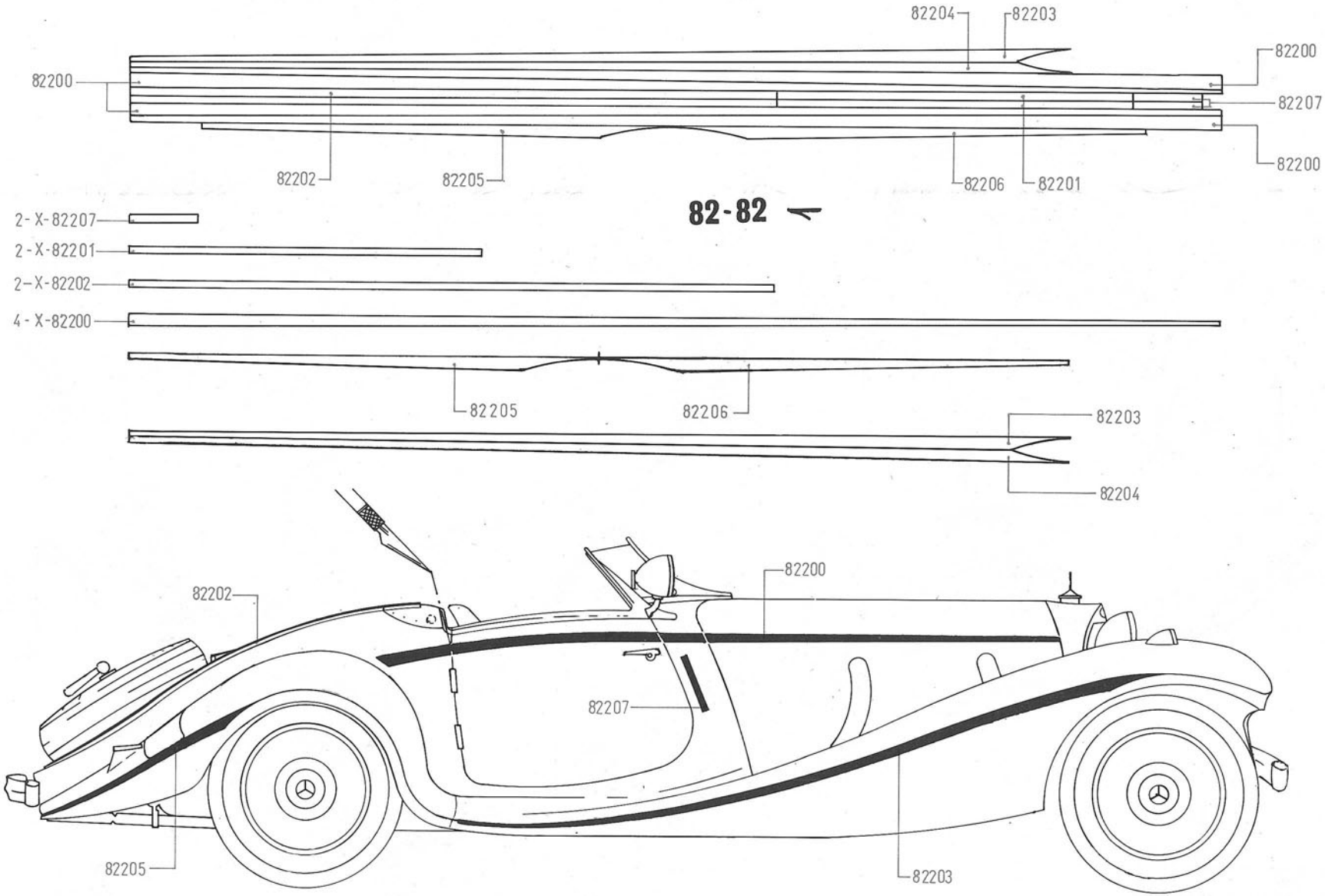
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