Build - Race - Win

ASSEMBLY INSTRUCTIONS FOR YOUR

1/32 CORVETTE STING RAY FAST BACK MODEL CAR RACING KIT

1/32ND ACTUAL SIZE OR 1" = 2' 8"

R-1086 LITHO IN U.S.A.

"A true sports car, the Corvette enjoys a reputation unmatched by any other U.S.-built automobile and surpassed by only a few foreign-built ones. It earned this reputation the hard way: it won sports car races and, consequently, the sports car buyers." Car Life Magazine further states that the Corvette Sting Ray is "an elegantly functional car." The Corvette is a product of more than ten years of development that began in 1952 when General Motors Styling Section dreamed up the original Corvette. The "Sting Ray" with its two body styles and a wide variety of performance options is a far cry from the original six cylinder Corvette. With a fiberglass body shell, independent 4-wheel suspension, and a powerful fuel injected V-8, the Corvette Sting Ray is one of America's most wanted cars.

Some of the Specifications for the Corvette are:

Wheelbase	98"	Overall Width	69.6"
Front Tread	56.3"	Overall Height	49.8"
Rear Tread	57"	Dry Weight	3,048 lbs.
Overall Length	175.3"		

FOR BEST RESULTS, READ THIS FIRST

1. Since this kit is molded of styrene plastic, use only **Revell Cement. Do not let cement touch your eyes, furniture or clothing.**
2. Apply cement sparingly. Excess cement may run and damage the details on your model.
3. Carefully trim any excess plastic from parts before assembling. This will result in parts fitting together perfectly, and also enable moving parts to move freely.
4. Carefully follow these numbered steps, for ease in building your model.
5. The permanent-solvent bond of Revell cement cannot be effected through vacuum metallized "chrome" parts. Gently scrape away the chrome finish ONLY from the areas which you wish to adhere to other parts.

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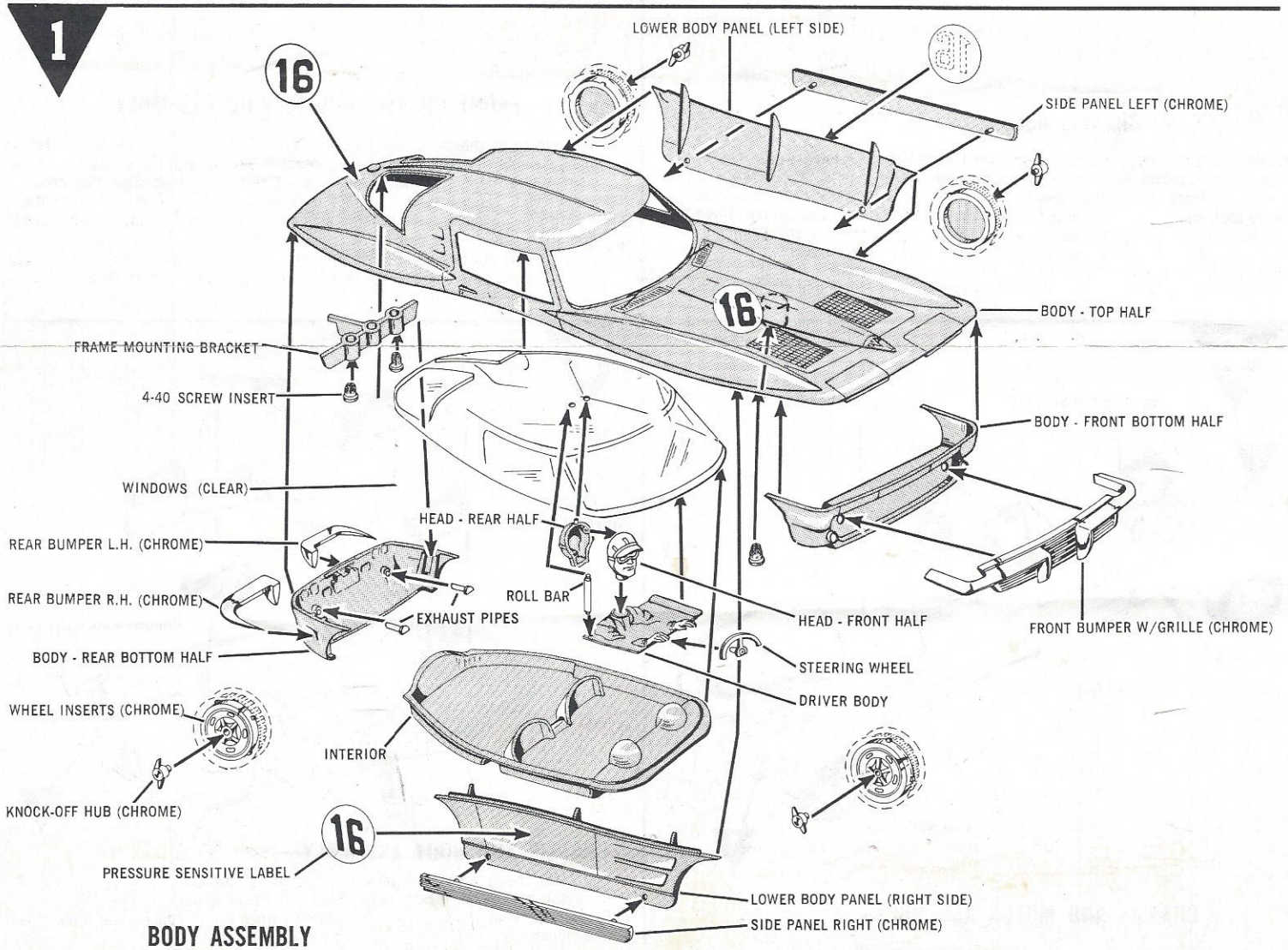
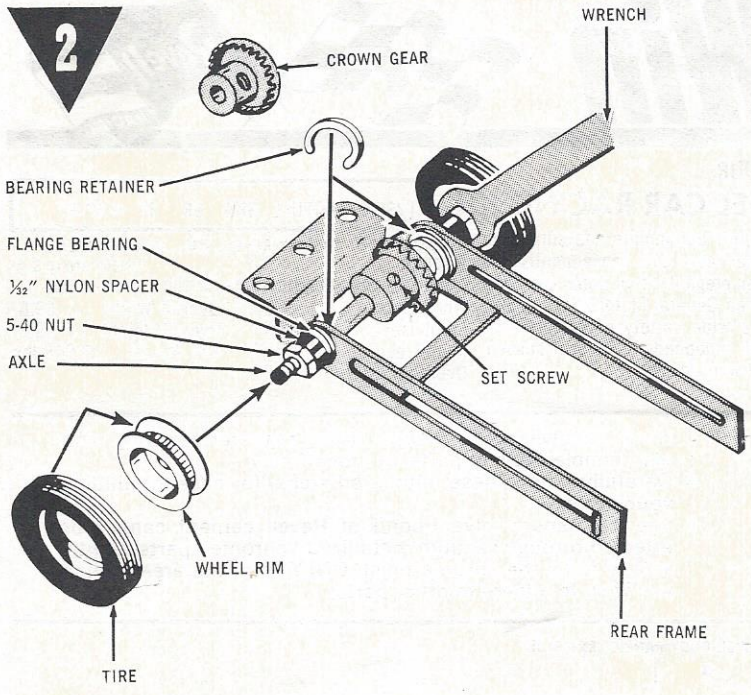


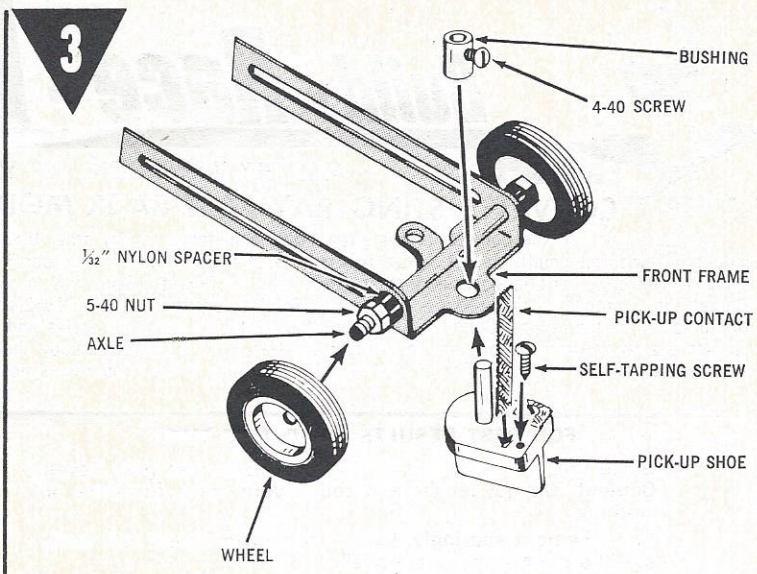
BODY ASSEMBLY

1. Turn top body half upside down and press threaded screw insert into boss in body. Using a small nail or punch, press expansion plate down to "freeze" insert in boss. Follow same procedure to assemble threaded inserts in frame mounting bracket.
2. Cement front bumper into front lower body half, then cement this assembly to front of body.
3. Cement exhaust pipes, right and left bumpers, and frame mounting bracket into rear lower body half. Cement this assembly on to top body half.
4. Cement front and rear halves of driver's head together, then cement head down into body. Cement steering wheel to driver's hands and body. Cement roll bar into place and set aside to dry.
5. Cement windows into car body. Make sure cement does not touch exposed window surfaces or they will smear. Cement completed driver up into car body locating to ledge inside body and roll bar into hole in roof. Cement interior to bottom of clear windows inside body.
6. Cement chrome side panels to right and left body panels, then cement body panels to car body. Apply (4) number labels to body and set to dry 24 hours before installing frame.



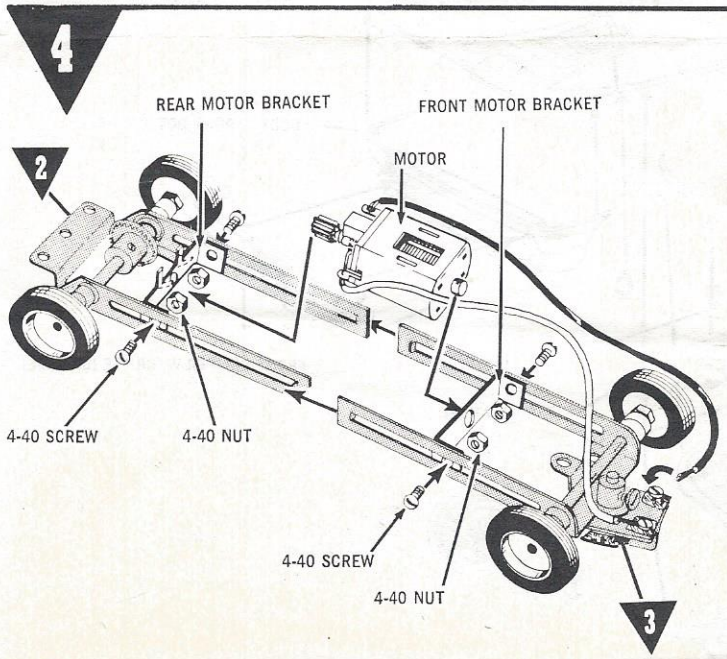
REAR CHASSIS ASSEMBLY

Insert flanged bearings into rear frame, then press bearing retainers over bearings into place as shown. Next, slide (1) axle through bearings and gear [(2) ratios are supplied.] Place (1) 1/32" nylon spacer on each end of axle, then thread (1) 5-40 nut on to each end of axle. Run nuts flush against spacers, but do not tighten. Thread set screw into gear hub but do not tighten. Press (1) tire over (1) wheel rim (make 4). Tires must be "seated" and straight on rim. Thread a wheel and tire assembly on to each end of axle, run up flush against nut. Using wrench, tighten nut snug against back of wheel. Axle must turn freely and have very little end play. Set aside.



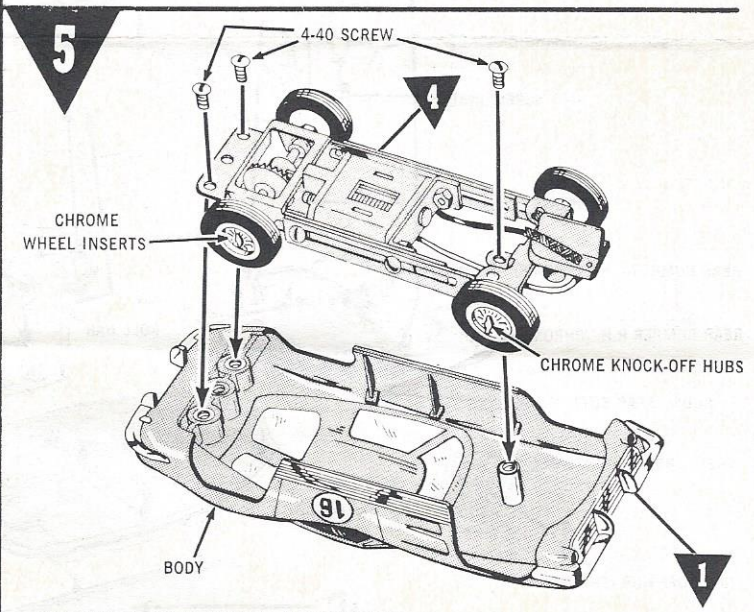
FRONT CHASSIS AND PICK-UP ASSEMBLY

Assemble front chassis using remaining axle, (2) 1/32" spacers, (2) 5-40 nuts and wheel assemblies. Next, cut pick-up contact in half to form two contacts of equal length. Insert contacts down through top of slots in pick-up shoe. Pull contacts through slot, leaving 1/4" of contact sticking out of top of shoe. Fold contacts forward down over holes and pierce a clearance hole through braid with a pencil point. Use self-tapping screws to fasten braid to pick-up shoe. Do not tighten screws. Insert pin on pick-up shoe through hole in frame as shown. Slide bushing down on to pin and lock bushing on pin with 4-40 screw. Pick-up shoe must pivot freely but not be sloppy.



CHASSIS AND MOTOR ASSEMBLY

To assemble front and rear chassis assemblies, spread legs of front chassis slightly and locate tabs into slots of rear chassis. Assemble front and rear motor brackets on bearings of motor, then position down into frame. Fasten brackets with 4-40 screws and nuts. Do not tighten nuts as frame must be adjusted to mount into body. Turn completed body upside down and adjust frame mounting holes with screw inserts in body. See Step 5. At the same time, position motor to mesh teeth on motor pinion with crown gear on axle. Carefully lift from body and tighten all 4 bracket screws to lock frame at correct wheel base. Bend tabs on rear bracket to hold motor. Mesh teeth on crown gear with pinion and lock in place with set screw. Do not mesh gears too tight. Attach motor leads to pick-up shoe [(1) lead to each screw] then tighten screws down snugly. Trim excess braid from front of shoe.



CHASSIS AND BODY ASSEMBLY

Turn body upside down. Locate chassis assembly down into body and align holes in chassis with screw inserts in body. Attach chassis to body with (3) 4-40 screws. Blade on pick-up shoe may require trimming when run in commercial track. Snap chrome wheel inserts into wheels and cement knock-off hubs into chrome inserts.

. . . HINTS . . .

1. Apply light oil to axle bearings.
2. Apply light grease to gears.
3. After ½ hour of running, crown gear and motor pinion gear should be adjusted for tighter mesh. Gears must not bind.
4. Never disassemble your motor, or apply oil to the motor. It is permanently lubricated.
5. Tires require a "breaking in" period. They will run better after being used for a period of time.
6. Spread braid for maximum contact with track.
7. If car runs in reverse, switch motor lead wires to pick-up shoe.