

## ASSEMBLY TIPS

The die cast components of your kit will require modeling procedures that are slightly different than the techniques that you use to assemble plastic kits. The following supplies will ease the preparation and assembly of the die cast pieces and enable you to produce a museum-quality model. A tube of automotive glazing putty and 600 wet-or-dry sandpaper can be obtained in an automotive supply store. A set of jeweler's files and a package of five-minute epoxy can be purchased in your local hobby shop or hardware store, and a box of flat toothpicks from the supermarket. If you are unable to locate the jeweler's files, purchase a package of emery boards at your local drugstore. They are a good substitute for the files, though they will wear out quickly.

**BODY FINISHING** As you examine the unfinished metal parts, you may notice small amounts of flash along the mold parting line. Use a flat or round jeweler's file or a razor knife to carefully remove the flash and mold parting lines. Be sure to retain the basic contour of the surface you are filing. When you have removed the flash, sand the filed surfaces with 600 wet-or-dry sandpaper. This type of sandpaper works best with water. Be careful not to sand down raised details such as door locks and nameplates.

It is possible that you may discover small voids or flaws on the metal surfaces. They can be filled with a thin layer of glazing putty and sanded with wet sandpaper or a jeweler's file when the putty has thoroughly dried. If you remove the excess putty with a jeweler's file, you will find that the putty and excess metal will pack in the file. A small brass brush, used to clean suede clothing, can be used to remove this build-up.

Before you prime the metal parts, wash each part thoroughly with liquid dishwashing detergent and water. An old toothbrush can be used to scrub the body and remove any oil residue or metal filings. Dry the metal parts with a clean, lint free cloth after washing.

**PRIMING** Primer provides a base coat for the final color you decide to paint your model. Either lacquer or enamel primer can be used, and you will achieve the best possible primer and finish coat. As with the primer, apply one or two light coats of paint. Avoid runs and excessive paint build-up around body details, and lightly wet sand the initial finish coats when the paint is dry. Prepare for the final coat of paint by removing any specks of dust and paint residue from the part. Carefully spray the final coat until a uniform, glossy surface emerges. Store the body in a cool, dust-free location until the paint is thoroughly dry. A higher gloss can be achieved by buffing the paint with a mild automotive polish. Be careful not to rub the finish too hard as it will remove too much of the paint. The silver details can be trimmed with silver paint and a small detail brush.

**PAINTING** Although any color can be applied to your model, the illustrations on the box cover portray an actual automobile finished in original factory colors. The 1953 Corvette is finished in polo white with a red interior.

If you are using an airbrush, these colors can be obtained in lacquer or enamel from an automotive supply store or department store. If you decide to use spray cans, similar colors are available from your local hobby shop.

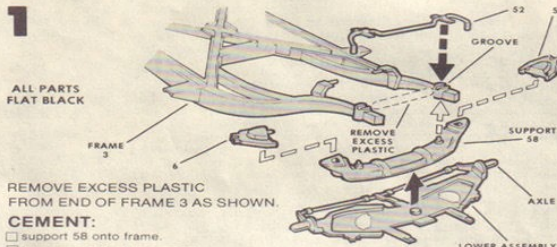
Regardless of whether you use lacquer or enamel, it is advisable to use the same type of primer and finish coat. As with the primer, apply one or two light coats of paint. Avoid runs and excessive paint build-up around body details, and lightly wet sand the initial finish coats when the paint is dry. Prepare for the final coat of paint by removing any specks of dust and paint residue from the part. Carefully spray the final coat until a uniform, glossy surface emerges. Store the body in a cool, dust-free location until the paint is thoroughly dry. A higher gloss can be achieved by buffing the paint with a mild automotive polish. Be careful not to rub the finish too hard as it will remove too much of the paint. The silver details can be trimmed with silver paint and a small detail brush.

**CEMENTING PIECES** Cement for styrene plastic will not form a bond between plastic and metal. The most suitable adhesive for attaching plastic parts to the metal body is a modeling product known as "five-minute epoxy." It is a two-part, rapid setting epoxy that must be mixed in small quantities as you work. Before you begin mixing the two parts, read the manufacturer's instructions carefully. When you are familiar with the "working" instructions, mix the two components, and apply a small amount of epoxy to the surface where the plastic part will locate, and fit the styrene piece to the body. If you smear the epoxy, remove the plastic piece, clean the painted surface with a clean, soft cloth, and reapply a small amount of epoxy and the parts. You will discover that you may have to hold a part in position until the epoxy "sets." Attach one piece at a time, and you will be able to attach all the parts with extremely good results. White household glue can be used as a substitute for epoxy but will not work as well. If you use white glue carefully scratch the surface of the two mating parts with a knife.

If you decide to repaint your model at a later time, carefully remove all plastic parts with a hobby knife, and place the painted metal body in an old pan. Brush on paint and varnish remover, and wait for the paint to wrinkle. Wash the excess paint remover from the metal body, and scrub it with an old toothbrush to remove stubborn paint. The body is now prepared for repainting. Note that paint remover will dissolve plastic components.

WHEN CEMENTING ONLY PLASTIC PARTS TOGETHER, POLYSTYRENE CEMENT WILL BE USED AND NOTED AS CEMENT IN THE ASSEMBLY STEPS.

WHEN CEMENTING METAL AND PLASTIC PARTS TOGETHER, EPOXY CEMENT WILL BE USED AND NOTED AS EPOXY IN THE ASSEMBLY STEPS.

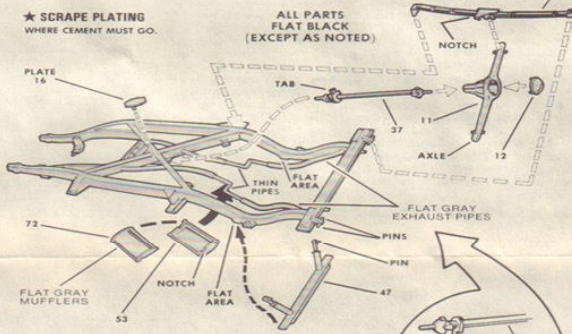


REMOVE EXCESS PLASTIC FROM END OF FRAME 3 AS SHOWN.

### CEMENT:

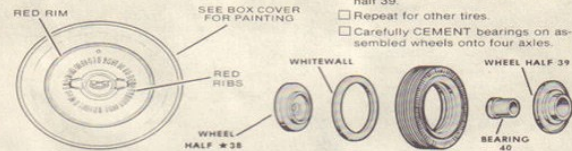
- support 58 onto frame.
- lower assembly 4 to support.
- A arms 5 and 6 onto support.
- stabilizer bar 52 onto frame as shown.

### ★ SCRAPE PLATING WHERE CEMENT MUST GO.



- notches in mufflers 53 and 72 onto thin pipes. Repeat for mufflers 71 and 73.
- springs 8 and 9 onto frame.
- cover 12 to axle 11.
- driveshaft 37 to axle with tab on end as shown.
- axle to springs with tab on driveshaft fitting into frame as shown in small illustration.
- shock mount 47 onto "flat" areas on frame and pins on shocks into notches in springs.
- plate 16 onto frame with pins fitting between "X" members.

- Press (do not cement) whitewall into depressed side of tire.
- Press (do not cement) wheel half 39 into tire.
- Place (do not cement) bearing 40 into wheel half 39.
- CEMENT wheel half 38\* to wheel half 39.
- Repeat for other tires.
- Carefully CEMENT bearings on assembled wheels onto four axles.



## 2

### CEMENT:

- engine halves 28 and 29 together.
- generator 30 to fan belt 35.
- fan belt to engine.
- fan blade 36 to fan belt.
- exhaust manifold 33 into place.

FOR A 1953 ENGINE:

### CEMENT:

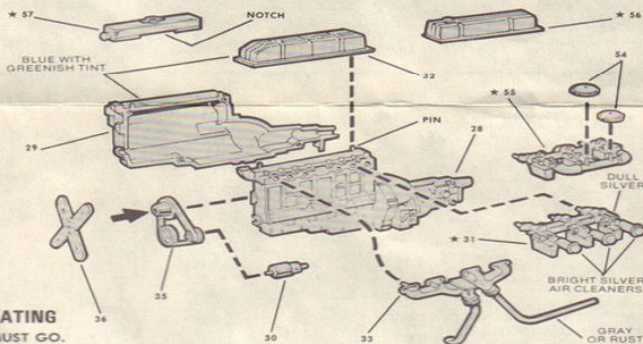
- rocker cover 32 to engine.
- notch in reservoir 57\* onto tabs on rocker cover.
- carburetors 31\* into engine.

FOR A 1954 ENGINE:

### CEMENT:

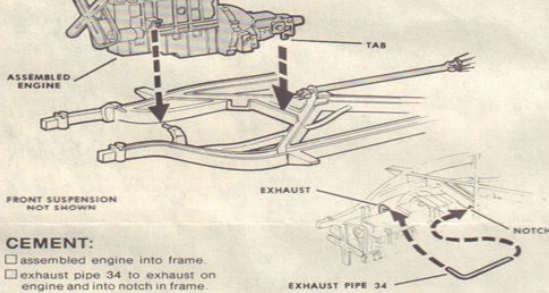
- rocker cover 56\* to engine.
- notch in reservoir 57\* onto tabs on rocker cover.
- carburetors 55\* into engine.
- two air cleaners 54 to carburetors.

★ SCRAPE PLATING WHERE CEMENT MUST GO.



## 3

EXHAUSTS AND CARBURETORS NOT SHOWN FOR CLARITY

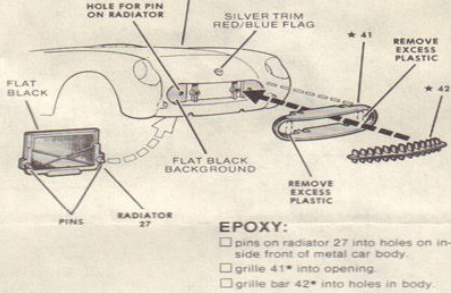


### CEMENT:

- assembled engine into frame.
- exhaust pipe 34 to exhaust on engine and into notch in frame.

## 4

★ SCRAPE PLATING WHERE CEMENT MUST GO.



### EPOXY:

- pins on radiator 27 into holes on inside front of metal car body.
- grille 41\* into opening.
- grille bar 42\* into holes in body.

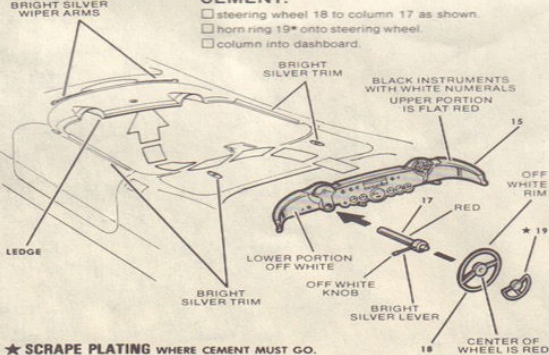
## 5

### EPOXY:

- dashboard 15 under edge and against ledge of body.

### CEMENT:

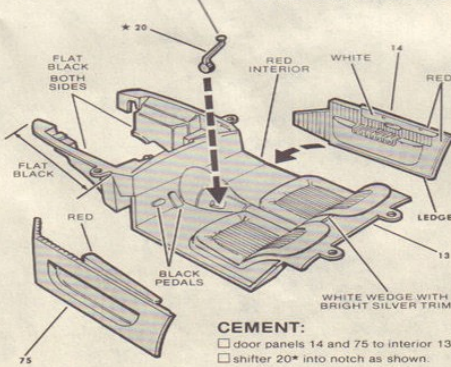
- steering wheel 18 to column 17 as shown.
- horn ring 19\* onto steering wheel.
- column into dashboard.



★ SCRAPE PLATING WHERE CEMENT MUST GO.

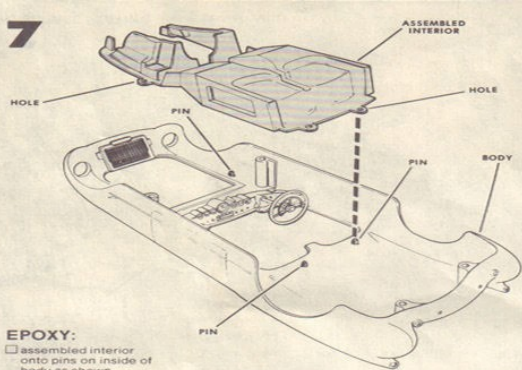
## 6

★ SCRAPE PLATING WHERE CEMENT MUST GO.

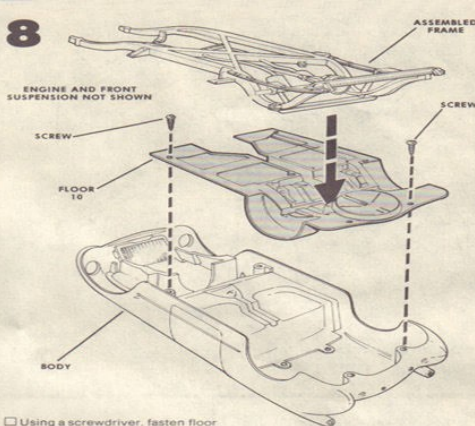


### CEMENT:

- door panels 14 and 75 to interior 13.
- shifter 20\* into notch as shown.

**7**

**EPOXY:**  
 assembled interior onto pins on inside of body as shown.

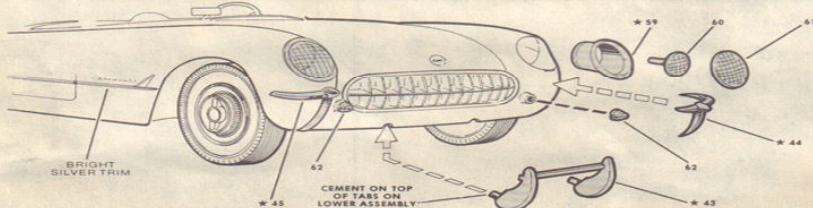
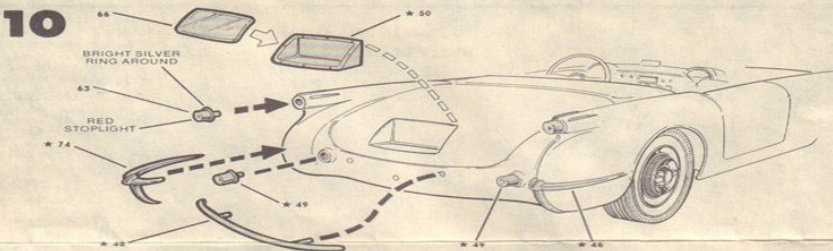
**8**

Using a screwdriver, fasten floor to body with FOUR screws.  
 CEMENT assembled frame to floor.

**9**

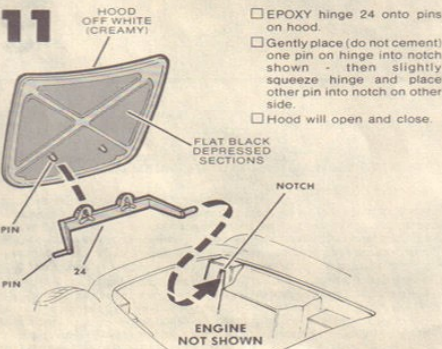
★ SCRAPE PLATING WHERE CEMENT MUST GO.

- Place (do not cement) clear headlight 60 into bucket 59\* - then apply CEMENT to pin on end of headlight.
- Carefully CEMENT clear headlight cover 61 to bucket.
- EPOXY bucket into body.
- EPOXY bumper 44\* to body as shown.
- Repeat procedure for headlight parts 59\*, 60, and 70 bumper 45\*.
- EPOXY two clear turn signals 62 to body.
- CEMENT over ride assembly 43\* on top of tabs on lower assembly on front suspension.

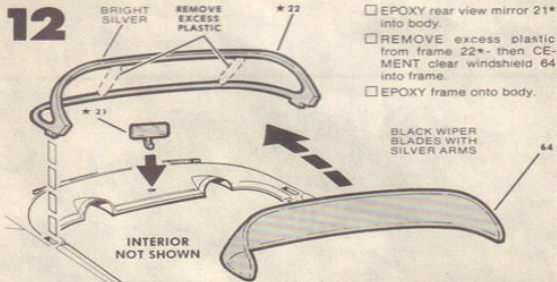
**10**

- CEMENT clear cover 66 into license well 50\*.
- EPOXY well into body.
- EPOXY two clear stoplights 63 and two exhaust tips 49\* into body.
- EPOXY rear over ride 48\* and rear bumpers 46\* and 74\* in place.

★ SCRAPE PLATING WHERE CEMENT MUST GO.

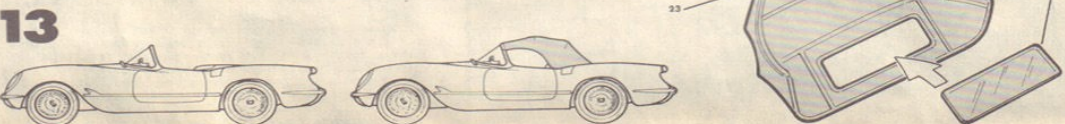
**11**

- EPOXY hinge 24 onto pins on hood.
- Gently place (do not cement) one pin on hinge into notch shown - then slightly squeeze hinge and place other pin into notch on other side.
- Hood will open and close.

**12**

- EPOXY rear view mirror 21\* into body.
- REMOVE excess plastic from frame 22\* - then CEMENT clear windshield 64 into frame.
- EPOXY frame onto body.

★ SCRAPE PLATING WHERE CEMENT MUST GO.

**13**

# '53' VETTE



MONOGRAM MODELS, INC. Morton Grove, Ill.  
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KIT 6100  
 1/24 SCALE

READ THIS BEFORE YOU BEGIN

Read through the instructions and study the assembly drawings to become familiar with all parts of the model. Each plastic part is identified by a number on the part or on a tab alongside the part. In the assembly instructions and drawings some part numbers will be marked by a star (\*) to indicate that the part is PLATED plastic. Do not detach parts from the trees until you are ready to use them.

After cutting off the required plastic part, trim away any excess bits of plastic that are not part of the usable piece. Use a sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each piece before you cement it in place. Use only cement specified for use with STYRENE PLASTIC.

Do not use too much cement to join parts. All plastic cements contain solvents that dissolve the plastic forming a weld between the parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. The tip of a toothpick is helpful in applying cement to small or confined areas.

**IMPORTANT!** Scrape Metal Plating Away from all Plated Parts in Areas that will be Cemented. Plating MUST be Scraped Away to Expose the Plastic Underneath. CEMENT WILL NOT HOLD to the Plated Surfaces.

Use only PAINTS FOR PLASTICS OR ENAMEL for the plastic parts you may wish to paint. Allow paint to dry thoroughly and scrape paint away from areas which will be cemented. Cement will not hold to paint. For better paint adhesion, it is advisable to wash the plastic parts trees in a mild detergent solution. Rinse and let dry. After washing, handle the parts carefully to avoid skin-oil which may affect the adhesion.

Each illustration indicates color to be used and where the paint should be applied. IT IS RECOMMENDED THAT THE METAL PARTS BE PAINTED PRIOR TO STARTING ASSEMBLY.

Adjacent to STEP 1, carefully read the list of important items and suggestions for the assembly of the plastic and metal parts.

The General Motors "Motorama" displays were eagerly anticipated by auto enthusiasts from coast to coast. During the 1950's, this traveling extravaganza of show cars and styling studies was renowned as a showcase of new ideas. In 1953, a low slung white roadster appeared at Motorama showings throughout the country. Auto enthusiasts who admired this elegant creation never expected this remarkable automobile to appear virtually unchanged in September of 1953.

Conceived by G. M. styling chief Harley Earl, the Chevrolet sports car project was initiated to provide an American alternative to foreign sports cars as the diminutive MG-TC. Although proposed as a simple roadster, the Corvette evolved into America's first true production sports car. Powered by a specially-modified Chevrolet six-cylinder engine, the first Corvettes enjoyed lively acceleration. The "Blue Flame" six was fitted with triple carburetors, dual exhausts, and solid lifters, and these modifications yielded an incredible 150 horsepower.

The most revolutionary attribute of this remarkable car was the reinforced Polyester body and floor pan that were created. Fiberglass was a versatile new material that had been utilized by the styling staff to create mockup bodies. Although initial production plans were to use this initial material for the limited-production 1953 models, it was retained for subsequent years and has become the hallmark of the legendary Corvette.

During 1953, a mere 315 stark white roadsters, stunningly enhanced by a striking red interior, were constructed in a small production facility in Flint, Michigan. Though the initial three years of Corvette production were not overly successful, they did serve as a unique opportunity for Chevrolet executives to judge the viability of the growing American sports car market. Through the years, the Corvette has evolved into one of the world's most desirable sports cars.

The 1953 Corvette was a remarkable achievement for a large automobile manufacturer. The introduction of the Corvette represented a revolutionary departure from the mundane creations then available to the American consumer.