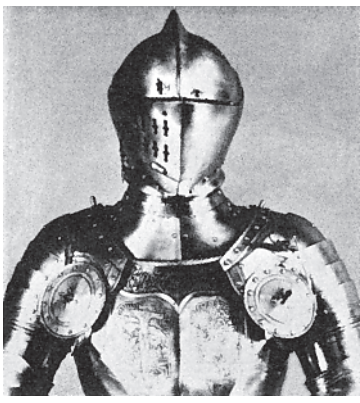


Customizing Through the Ages . . .



Museums and art galleries inform us that from the beginning of time, men have, by line, color and design, attempted to personalize or customize the objects they used in their everyday lives. Prehistoric man decorated and carved his weapons and utensils. The Greeks and the Romans painted, designed, embossed, carved and sculpted their temples, ships, weapons and chariots and even extended art to their

burial vaults. During the age of chivalry the customizers of the day were busily building individualized suits of armor for the hot rodders of that time—the knights. In the last two world wars, decoration and personal identity were evident on many a drab war vehicle—the gaily painted planes of the German flying “circuses” of 1918—the pin-up girls and pet names on the bombers of WW2. The heralds, shields and markings of a new and desperate age. Today, the talented and ingenious “hot rodders” and custom car builders are exerting their individuality upon the automobile. They take the average production car, cut it, trim it and shape it to suit their own personal desire. The customizer of the future will, no doubt, be using his talents upon some production rocket ship or jet car and altering its appearance to satisfy an inborn urge.

HINTS TO THE ADVANCED MODELER

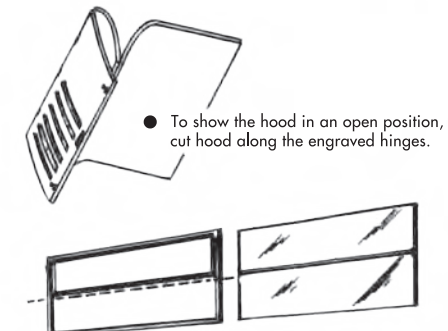
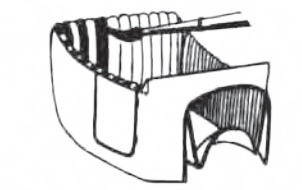
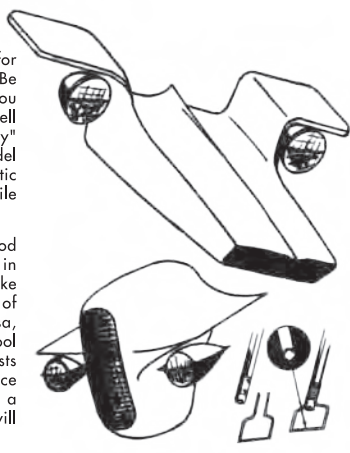
SUGGESTED MODIFICATIONS

1 A file works quite well in most cases for making any radical body changes. Be sure there is sufficient material in the areas you are changing. File marks can be removed well enough for painting by using “wet or dry” sandpaper, No. 400 or 600 grit. If the model is not to be painted, restore the original plastic luster after sanding by using automobile rubbing compound.

2 For customizing or restyling, a good grade of modeling clay may be helpful in determining what the finished job will look like before resorting to a more permanent type of material such as plastic wood, plastic balsa, or automobile putty. For working clay, a tool similar to those used by automotive stylists may be constructed with a pencil and a piece of wire as shown on right. File the wire to a diamond shaped cross-section so that it will cut the clay.

3 Lacquer is not recommended for painting your model as it tends to attack the plastic and cause “crazing”. Some interesting effects may be obtained however, by using lacquer. Upholstery and the top of the instrument panel can be painted with thin lacquer, and this will simulate leather. Spraying will give the best results. A flat finish for the chassis can be achieved by adding a small amount of talcum powder to black paint. Mix well! Cellophane tape is recommended for masking special designs as it gives a sharper line than regular masking tape. Apply tape and cut out design with a sharp knife.

4 Individual designs may be created with various decal combinations. To alter decals, cut them apart before dipping them in water. General instructions for applying decals are printed on the back of decal sheet.



• To show the hood in an open position, cut hood along the engraved hinges.

• A chopped windshield is made by cutting the windshield frame and gluing desired section to cowl or windshield base.

1. Stock Roadster Body with top up.



2. Stock Roadster Body with top down.



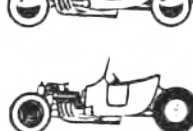
3. Stock Pickup Body with top down.



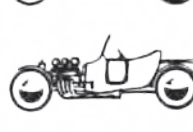
4. Stock Pickup Body with top up.



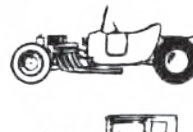
5. Roadster body with Tri-Power Lincoln Engine and Cycle Fenders.



6. Roadster Body with Latham Blower Lincoln Engine.



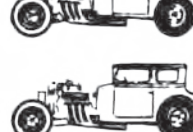
7. Pickup Body with Tri-Powered Lincoln Engine and Cycle Fenders.



8. Pickup Body with Latham Blower Lincoln Engine.



9. Chopped Coupe Body with Tri-Powered Lincoln Engine and Cycle Fenders.



10. Chopped Coupe Body with Tri-Powered Lincoln Engine.



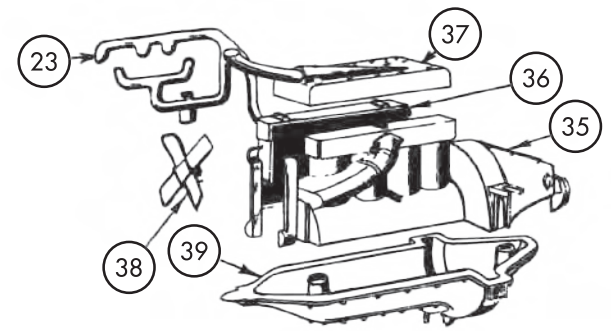
11. Chopped Coupe Body with Latham Blower Lincoln Engine.



GENERAL INSTRUCTIONS . . . ENGINE ASSEMBLY

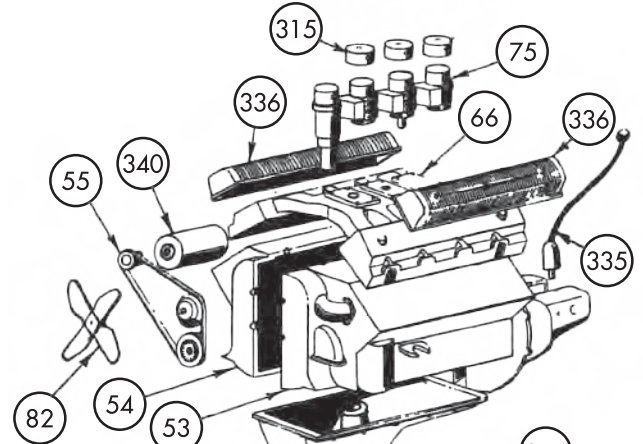
MODEL “T” FORD ENGINE

Cement the RIGHT “T” ENGINE BLOCK (36) to LEFT “T” ENGINE BLOCK (35). Cement the CRANKCASE (39) to the assembled engine block. Cement MANIFOLD assembly (23), FAN (38), and CYLINDER HEAD (37) in place.



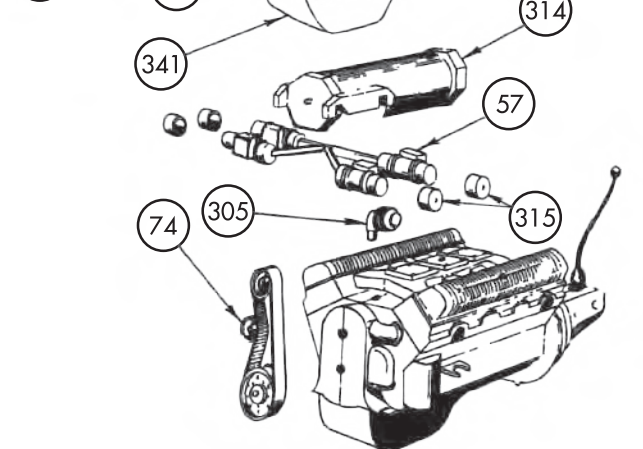
LINCOLN ENGINE (GENERAL)

Cement LEFT ENGINE HALF (53) to RIGHT ENGINE HALF (54). Cement the OIL PAN (341) (C), to the assembled block. Cement the CYLINDER HEAD and “TRI-POWER” INTAKE MANIFOLD assembly (66) to the block assembly. Cement VALVE COVERS (336) (C) and GEARSHIFT LEVER (335) (C) in place.



STREET VERSION

Cement the GENERATOR (340) (C) to the FAN BELT (55). Cement the FAN (82) (included loosely in kit) to fan belt. Cement the fan belt to the block assembly. Install the TRIPLE CARBURETORS (75) and three AIR CLEANERS (315) (C).



COMPETITION VERSION

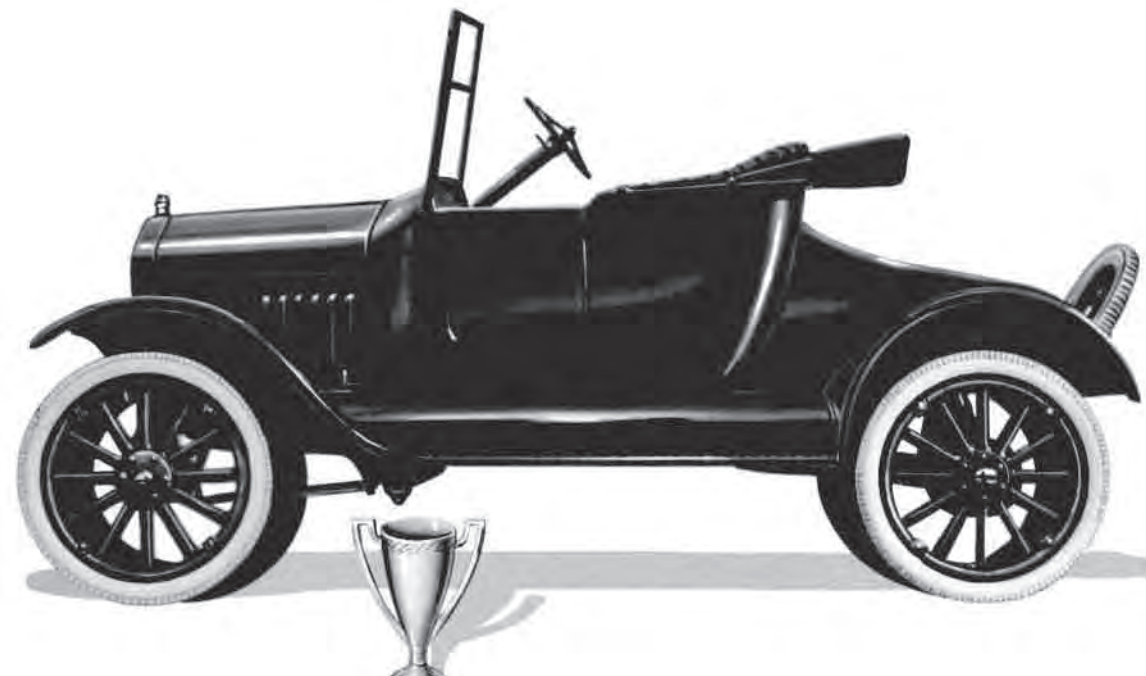
Cement the MAGNETO (305) (C) into hole on top front of engine block. Cement the SIDE DRAFT CARBURETORS (57) into the LATHAM BLOWER (314) (C). Install blower assembly onto manifold. Cement BLOWER BELT (74) to blower and engine block. Install four AIR CLEANERS (315) (C).

MODEL “T” FORD SPECIFICATIONS

Engine—Four Cylinder Four Cycle—20 H.P.
3 3/4 Bore x 4 Stroke
Transmission—Planetary—Running in Oil
Ignition—Magneto Integral with Flywheel
Lubrication—Combination Splash and Gravity
Cooling—Water Cooled, Thermo Syphon
Clutch—Multiple Disc, Running in Oil
Springs—Transverse, Front and Rear
Front and Rear Axles—Vanadium Steel
Gasoline Tank—10 Gallon Capacity
Wheelbase—100 inches
Weight—1200 lbs.

LINCOLN ENGINE AND ACCESSORIES

Engine Type—OHV, V-8
Displacement—430 Cubic Inches
Bore and Stroke—4.3 x 3.7
Compression Ratio—10 to 1
Horsepower—350 Plus at 4100 R.P.M.
Carburetion—Three Two Barrels for Street Use.
Four Side Draft Single Barrels used with Latham Axial Blower for Competition
Magneto Ignition
Special Exhaust Headers
Halibrand Quick Change Rear End Center Section



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Look for these other Great Kits from . . .



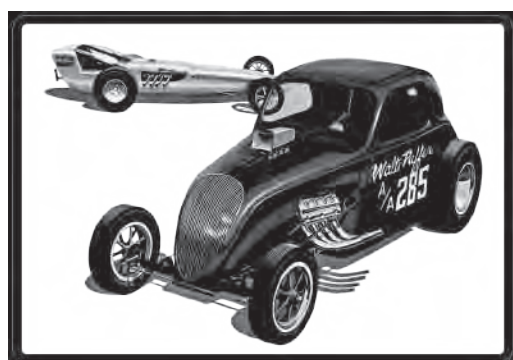
AMT614 • 1962 BUICK™ ELECTRA™ 225



AMT623 • 1962 PONTIAC™ CATALINA™ 421SD



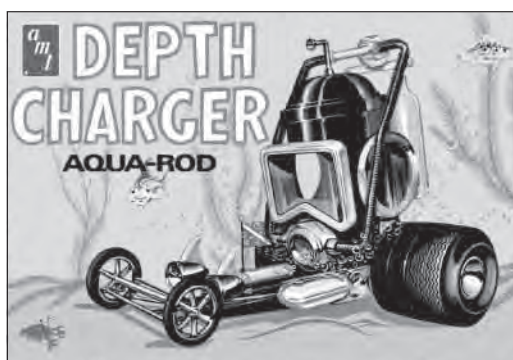
AMT621 • TOMMY IVO DRAGSTER



AMT627 • DOUBLE DRAGSTER SPECIAL EDITION



AMT630 • ROYAL RAIL



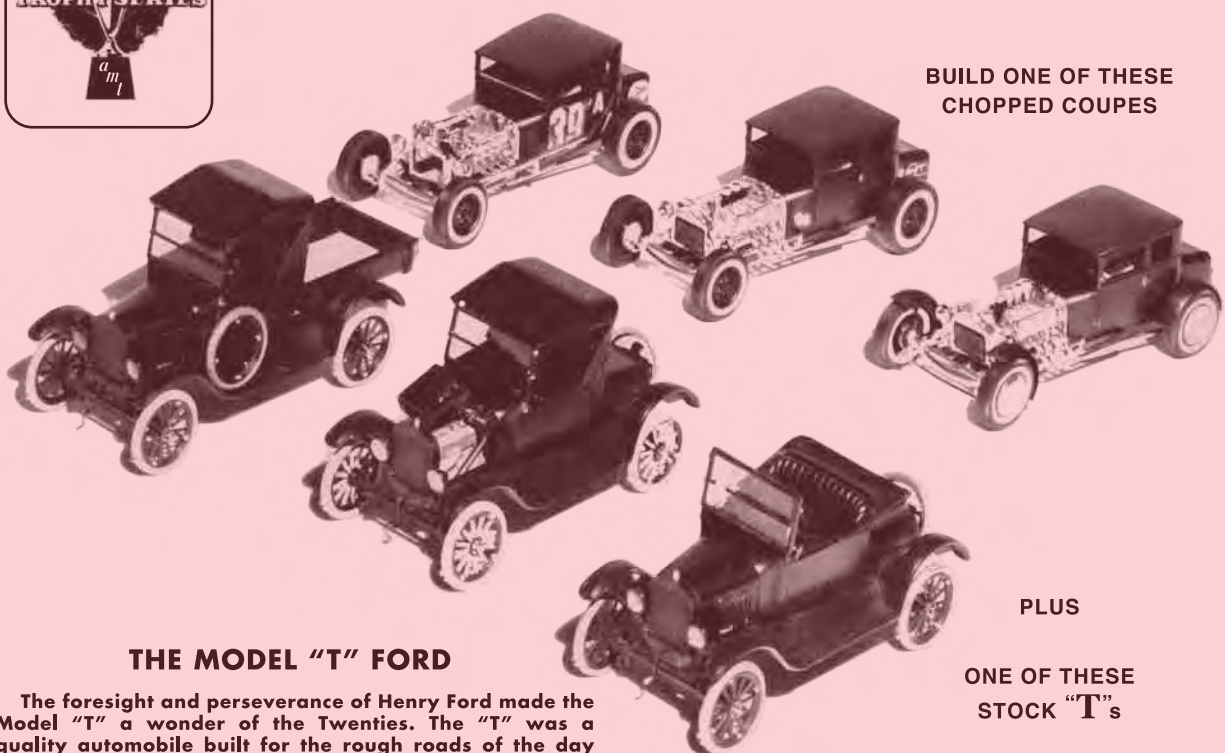
AMT618 • DEPTH CHARGER

1925 MODEL T FORD



Assembly Instructions

AMT626-200



BUILD ONE OF THESE CHOPPED COUPES

PLUS

ONE OF THESE STOCK “T”s

THE MODEL “T” FORD

The foresight and perseverance of Henry Ford made the Model “T” a wonder of the Twenties. The “T” was a quality automobile built for the rough roads of the day and so reasonably priced that it was finally possible for every family to own a car.

The Model “T” constantly underwent subtle changes to facilitate production and cut cost. It was not a luxury car nor a beautiful one, but an automobile designed for the people.

It has been a quarter of a century since the last “T” rolled off the production line. Many have come to rest in junk yards.

Most of those that are still running have become rusted and over the years lost that ugly but sophisticated charm that belongs only to the model “T”.

We have recreated the Model “T” so that once again it can shine and be exactly what it used to be. A car that everyone can own.

AMT CORPORATION
CREATORS OF THE ORIGINAL TROPHY SERIES

THE MODEL "T" FORD

Stock "T" Roadster or Pickup

1 Cement the assembled MODEL "T" FORD ENGINE onto the locator pins in the MODEL "T" FRAME (26).

2 Install a vinyl STOCK MODEL "T" TIRE on each of the two STOCK MODEL "T" FRONT WHEELS WITHOUT BRAKE DRUMS (31). Insert a METAL AXLE into the FRONT AXLE AND SPRING ASSEMBLY (34). Carefully press the two completed front wheels onto the ends of the metal axle. Cement front axle assembly into FRAME FRONT CROSSMEMBER and install FRONT WISHBONE UNIT (48). Cement REAR SPRING (25) into rear frame crossmember as shown. Install a vinyl STOCK MODEL "T" TIRE on each of the two STOCK MODEL "T" REAR WHEELS WITH BRAKE DRUMS (32). Insert a METAL AXLE into REAR AXLE and TORQUE TUBE UNIT (19) and press the assembled wheels onto the ends of the metal axle. Install rear axle assembly, inserting front of torque tube into transmission hole and spring ends onto rear axle.

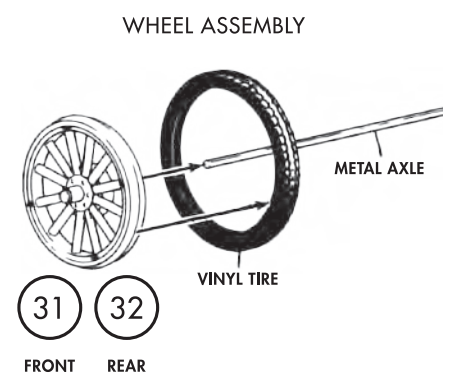
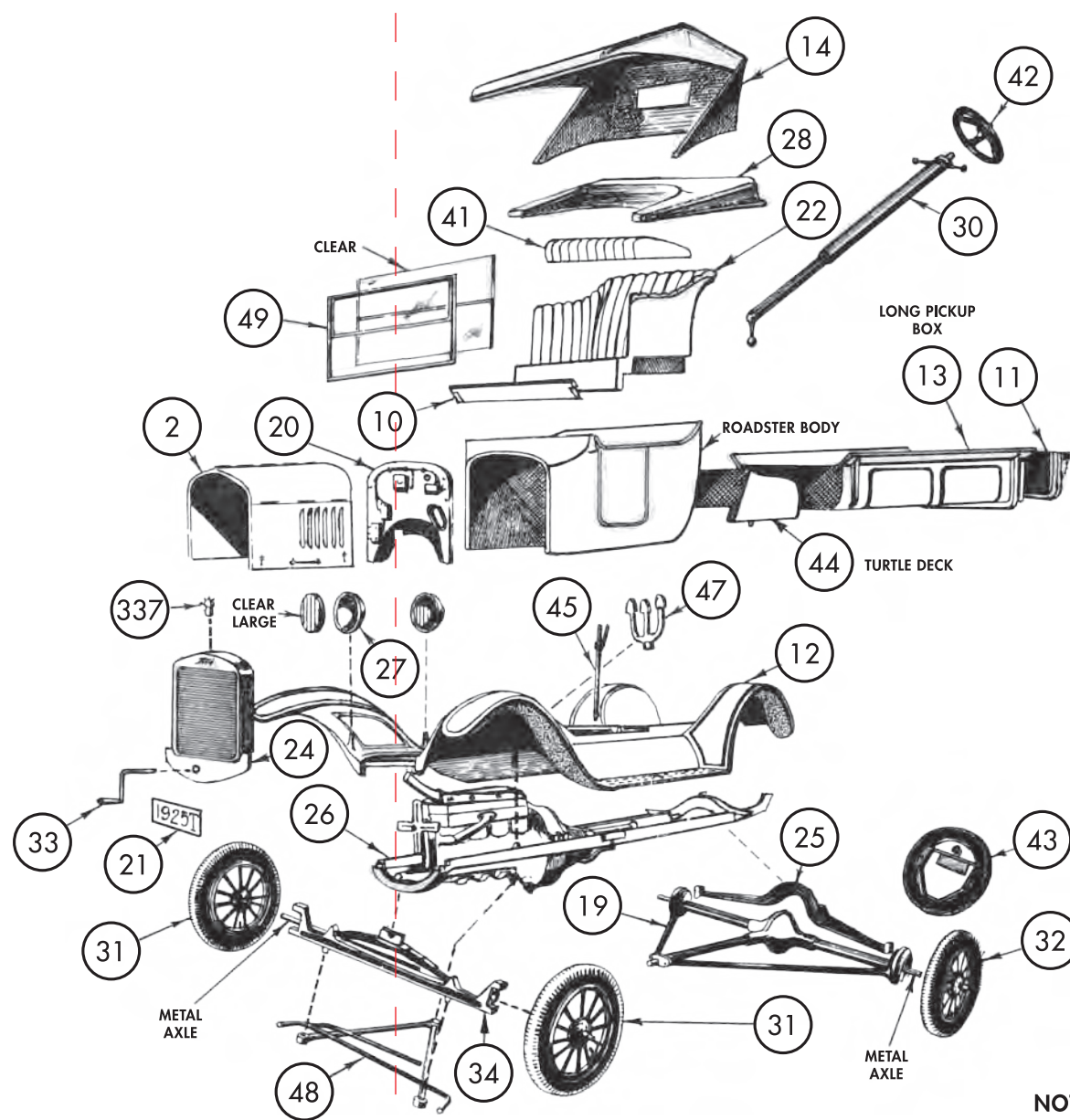
3 Cement the FENDER UNIT (12) onto the frame. Install the TRIPLE PEDALS (47) and the EMERGENCY BRAKE LEVER (45) into holes provided on floor of fender unit. Cement the RADIATOR (24), LICENSE PLATE (21) and the CRANK (33) to the fender unit. Install a HEADLIGHT LENS (CLEAR) (Large) into each HEADLIGHT BEZEL (27). Cement assembled headlights onto locator pins on the fender unit. Install RADIATOR CAP (337) (C) onto RADIATOR. **NOTE:** Position radiator cap to provide clearance for HOOD opening.

4 Cement the FIREWALL (20) and the INSTRUMENT PANEL (10) to the ROADSTER BODY. Cement the BODY to the FENDER ASSEMBLY (12). Cement STOCK SEAT FRAME/BACK CUSHION (22) into the body with the front of the seat frame fitting between the two ribs on the fender assembly. The REMOVABLE SEAT CUSHION (41) is not cemented in place but is left loose for access to the under-seat gas tank.

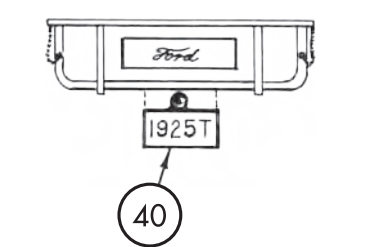
5 Insert the STEERING COLUMN (30) through the hole in the firewall. Cement the ball end of the steering column to the steering rod on the WISHBONE UNIT (48). Cement the STEERING WHEEL (42) in place. Assemble the WINDSHIELD FRAME (49) and WINDSHIELD "GLASS" (CLEAR) and cement in place.

6 Install either the FOLDED TOP (28) or the RAISED TOP (14). Add either the TURTLE DECK (44) or the LONG PICKUP BOX (13) and TAILGATE (11). **NOTE:** If the turtle deck is used, the SPARE TIRE (43) is cemented to spare tire brackets at end of frame. If pickup box is used, cement REAR LICENSE PLATE (40) as shown in detail. **OPTION -** The spare tire can be cemented into position under truck body or carried on left side running board.

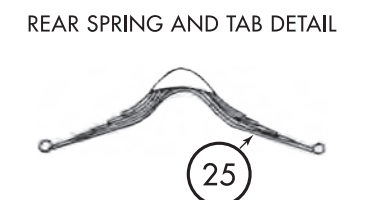
7 Do not cement HOOD (2) into position, but leave loose to permit access to the detailed "T" engine.



WHEEL ASSEMBLY



TAILGATE/LICENSE PLATE DETAIL



REAR SPRING AND TAB DETAIL

NOTE: The chrome parts must be cleaned of plating at cement contact points for a good bond.

COMPETITION COUPE

1 Cement assembled LINCOLN ENGINE onto the locator pins in SPECIAL DROPPED FRAME (71).

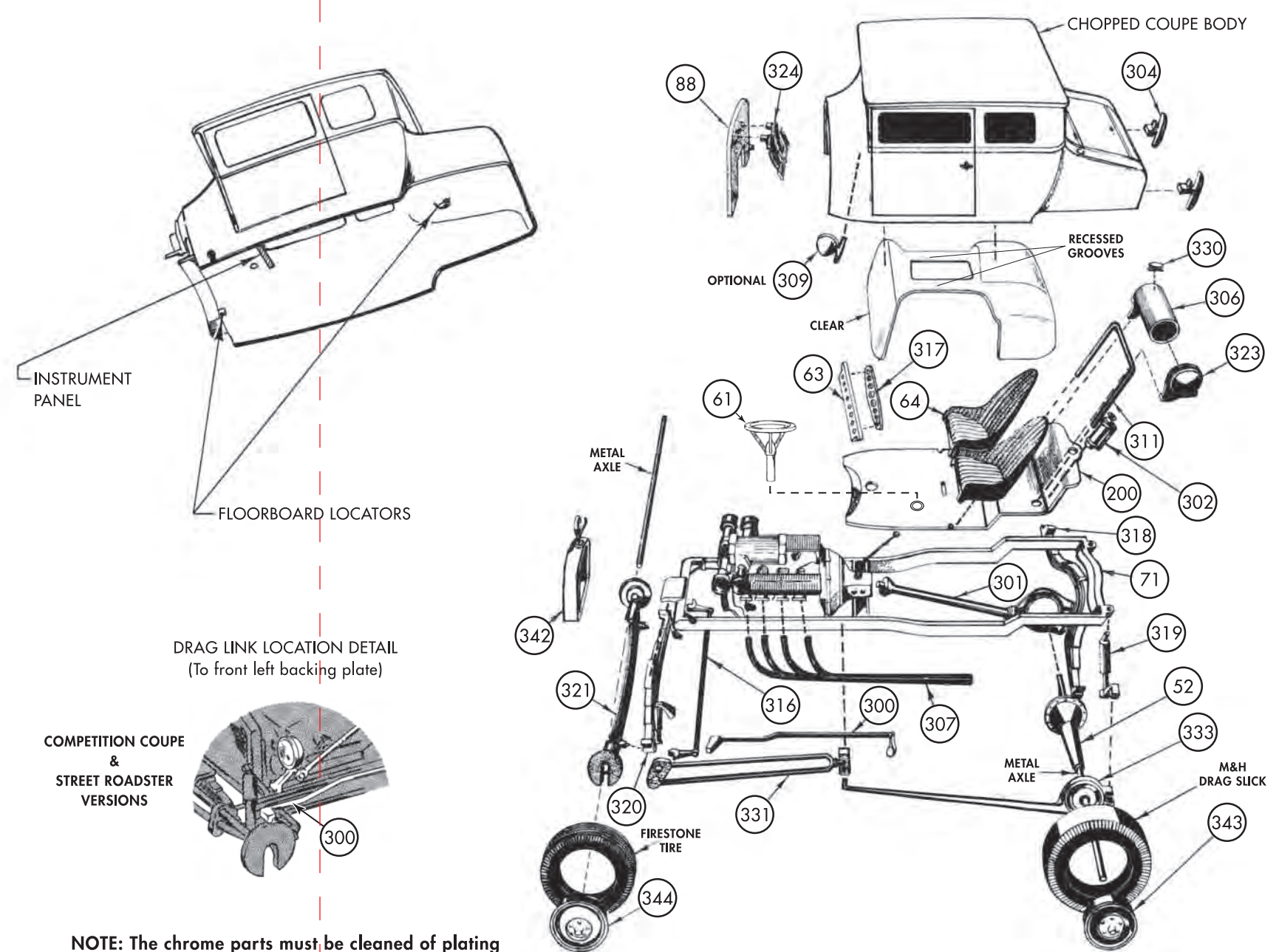
2 Install the FRONT SPRING and SHOCK ABSORBER ASSEMBLY (320) (C) to frame. **NOTE:** Spring snaps into frame bracket and shock absorbers locate in notches in frame rails. Cement FRONT TUBULAR AXLE (321) (C) to spring and install left and right FRONT RADIUS ROD and BRACKET ASSEMBLIES (331) (C), (334) (C). **NOTE:** Spread front of radius rods and cement into notches on front axle. Cement radius rod brackets to frame sides. Cement TIE ROD (316) (C) to backing plates on front axle. Assemble two FIRESTONE TIRES to FRONT REVERSED RIMS (344) (C). Insert a metal axle through the front axle assembly and carefully push on assembled front wheels.

3 Cement REAR AXLE HOUSINGS (52) into TORQUE TUBE and REAR AXLE CENTER SECTION (301) (C). Mount two M&H RACING SLICKS onto REAR REVERSED RIMS (343) (C). Push a METAL AXLE into one wheel. Slip the left REAR RADIUS ROD (333) (C) onto metal axle. Insert metal axle into housing assembly. Add right REAR RADIUS ROD (332) (C) on other side and carefully push on remaining wheel. **NOTE:** Make sure radius rod and torque tube are below center line of metal axle. Cement REAR SPRING (318) (C) into the slots on the rear of the radius rods. **NOTE:** Make sure the spring ends are fully forward in the slots to provide space for the shock absorber brackets. Install assembly into frame by cementing pin on torque tube into transmission hole, pins on radius rods into front radius rod brackets, and spring into the rear frame crossmember. Cement the REAR SHOCK ABSORBERS (319) (C) in position as shown. **NOTE:** If racing slicks are used, rear cycle fenders cannot be installed.

4 Assemble PRESSURE TANK parts (306) (C), (323) (C) and (330) (C). Locate pressure tank on COUPE FLOORBOARD (200). Cement FIRE EXTINGUISHER (302) (C) to floorboard. Install ROLL BAR (311) (C) and BUCKET SEATS (64). Cement CUSTOM STEERING WHEEL (61) to raised circular rib on floorboard.

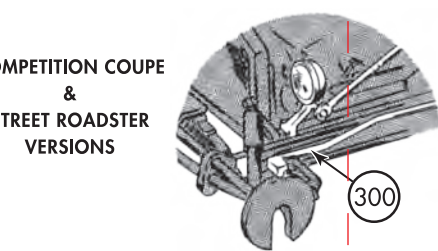
5 Separate CHOPPED COUPE WINDOW UNIT (CLEAR) along recessed grooves and install front and rear sections into CHOPPED COUPE BODY. Assemble INSTRUMENT PANEL INSERT (317) (C) to CUSTOM INSTRUMENT PANEL (63) and cement into body as shown. Cement PEDAL ASSEMBLY (324) (C) to FIREWALL (88) and install on body. Carefully spread body apart slightly and install assembled floorboard. **NOTE:** Locate floorboard on large pin at rear and against locating rib in firewall opening in body. (See detail.)

6 Cement CHOPPED RADIATOR SHELL (342) (C) on frame. Install PUSH BARS (304) (C) to rear of body. Cement DRAG LINK (300) (C) to top of left backing plate and side of body. See inset detail. Cement EXHAUST HEADERS (307) (C) to sides of engine. SPOTLIGHTS (309) (C) are OPTIONAL and may be installed in desired locations.



COMPETITION COUPE & STREET ROADSTER VERSIONS

DRAG LINK LOCATION DETAIL (To front left backing plate)



NOTE: The chrome parts must be cleaned of plating at cement contact points for a good bond.

STREET ROADSTER

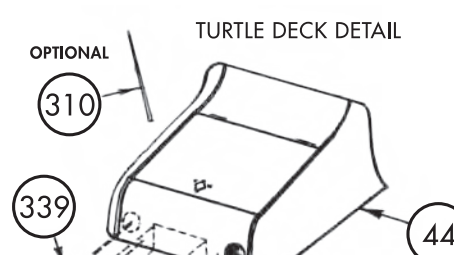
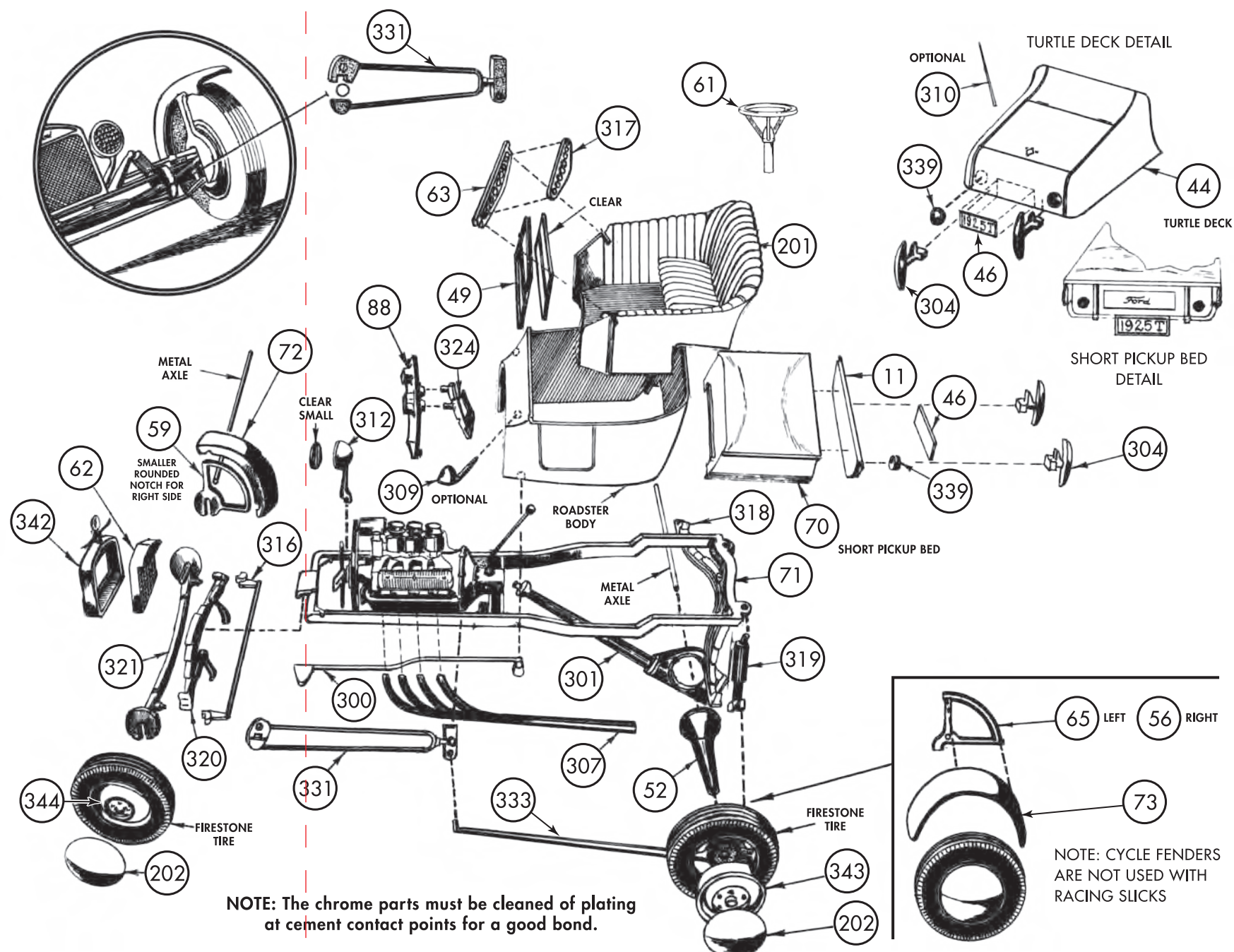
1 Cement assembled LINCOLN ENGINE onto the locator pins in SPECIAL DROPPED FRAME (71).

2 Install the FRONT SPRING and SHOCK ABSORBER ASSEMBLY (320) (C) to frame. **NOTE:** Spring snaps into frame bracket and shock absorbers locate in notches in frame rails. Cement FRONT TUBULAR AXLE (321) (C) to spring and install left and right FRONT RADIUS ROD and BRACKET ASSEMBLIES (331) (C), (334) (C). **NOTE:** Spread front of radius rods and cement into notches on front axle. (See detail.) Cement radius rod brackets to frame sides. Cement TIE ROD (316) (C) to backing plates on front axle. Assemble two FIRESTONE TIRES to FRONT REVERSED RIMS (344) (C). Insert a metal axle through the front axle assembly and carefully push on assembled front wheels.

3 Cement REAR AXLE HOUSINGS (52) into TORQUE TUBE and REAR AXLE CENTER SECTION (301) (C). Mount two FIRESTONE TIRES onto REAR REVERSED RIMS (343) (C). Push a METAL AXLE into one wheel. Slip the left REAR RADIUS ROD (333) (C) onto metal axle. Insert metal axle into housing assembly. Add right REAR RADIUS ROD (332) (C) on other side and carefully push on remaining wheel. **NOTE:** Make sure radius rod and torque tube are below center line of metal axle. Cement REAR SPRING (318) (C) into the slots on the rear of the radius rods. **NOTE:** Make sure the spring ends are fully forward in the slots to provide space for the shock absorber brackets. Install assembly into frame by cementing pin on torque tube into transmission hole, pins on radius rods into front radius rod brackets, and spring into the rear frame crossmember. Cement the REAR SHOCK ABSORBERS (319) (C) in position as shown. Cement FRONT CYCLE FENDERS (72) to FRONT CYCLE FENDER BRACKETS (59). The bracket with the larger mounting slot goes on the left side. Assemble REAR CYCLE FENDERS (73) to REAR CYCLE FENDER BRACKETS (56) (RIGHT), (65) (LEFT). Cement assembled fenders to backing plates. See inset detail for proper installation.

4 Install ROADSTER CUSTOM INTERIOR (201) into ROADSTER BODY, cement INSTRUMENT PANEL INSERT (317) (C) to CUSTOM INSTRUMENT PANEL (63) and install into interior as shown. Cement PEDAL ASSEMBLY (324) (C) to FIREWALL (88) and install on body. SPOTLIGHTS (309) (C) are OPTIONAL.

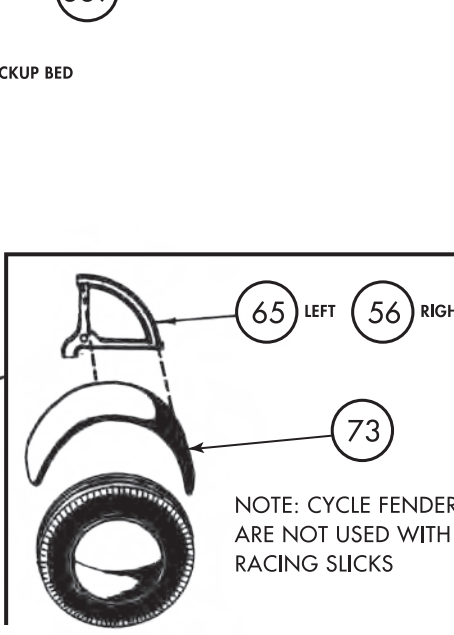
5 Install body onto frame, guiding hole in floorboard over gear shift lever. Cement CUSTOM STEERING WHEEL (61) to raised circular rib on interior floor. Assemble the WINDSHIELD FRAME (49) and WINDSHIELD "GLASS" (CLEAR) and cement to body. Install either the TURTLE DECK (44) or the SHORT PICKUP BOX (70) with TAILGATE (11). Cement TAILLIGHTS (339) (C), PUSH BARS (304) and LICENSE PLATE (46) as shown. Cement CHOPPED RADIATOR SHELL (342) (C) to RADIATOR CORE (62). Cement small HEADLIGHT LENSES (CLEAR) into CUSTOM HEADLIGHT BEZELS (312) (C), (313) (C). Cement radiator and headlight assemblies to frame. Cement DRAG LINK (300) (C) to top of left backing plate and side of body. Cement EXHAUST HEADERS (307) (C) to sides of engine. Install WHEEL DISC COVERS (202) (C) to wheels.



TURTLE DECK DETAIL



SHORT PICKUP BED DETAIL



NOTE: CYCLE FENDERS ARE NOT USED WITH RACING SLICKS

NOTE: The chrome parts must be cleaned of plating at cement contact points for a good bond.