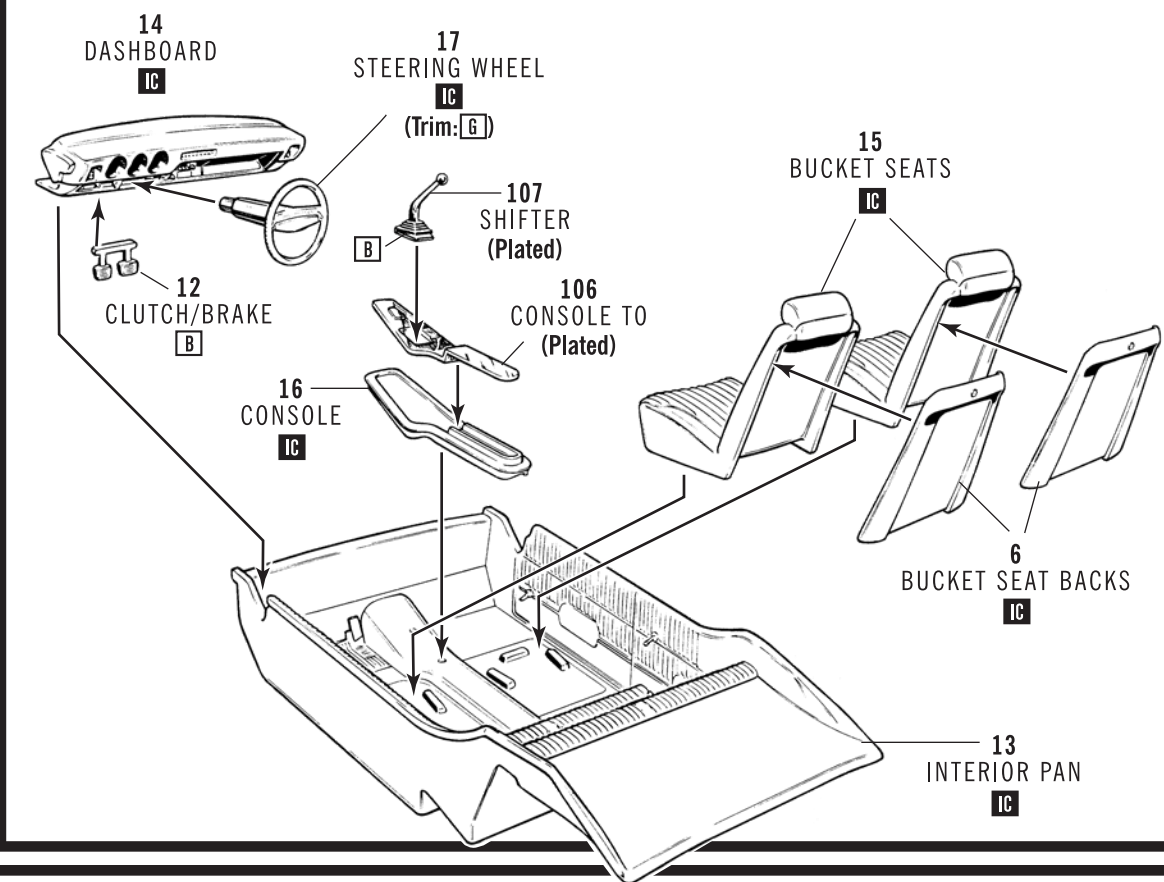


INTERIOR ASSEMBLY

FIG. 13:

Cement the CLUTCH/BRAKE and the STEERING WHEEL to the DASHBOARD. Cement the CONSOLE, CONSOLE TOP and SHIFTER together as shown. Cement one

SEAT BACK to each BUCKET SEAT. Cement the CONSOLE, both BUCKET SEATS and the DASHBOARD to the INTERIOR.



BODY ASSEMBLY (CONTINUED)

FIG. 16: SUB-ASSEMBLY C

Cement both GRILLE INSERTS and four (4) HEADLIGHTS to the FRONT/BUMPER GRILLE as shown.

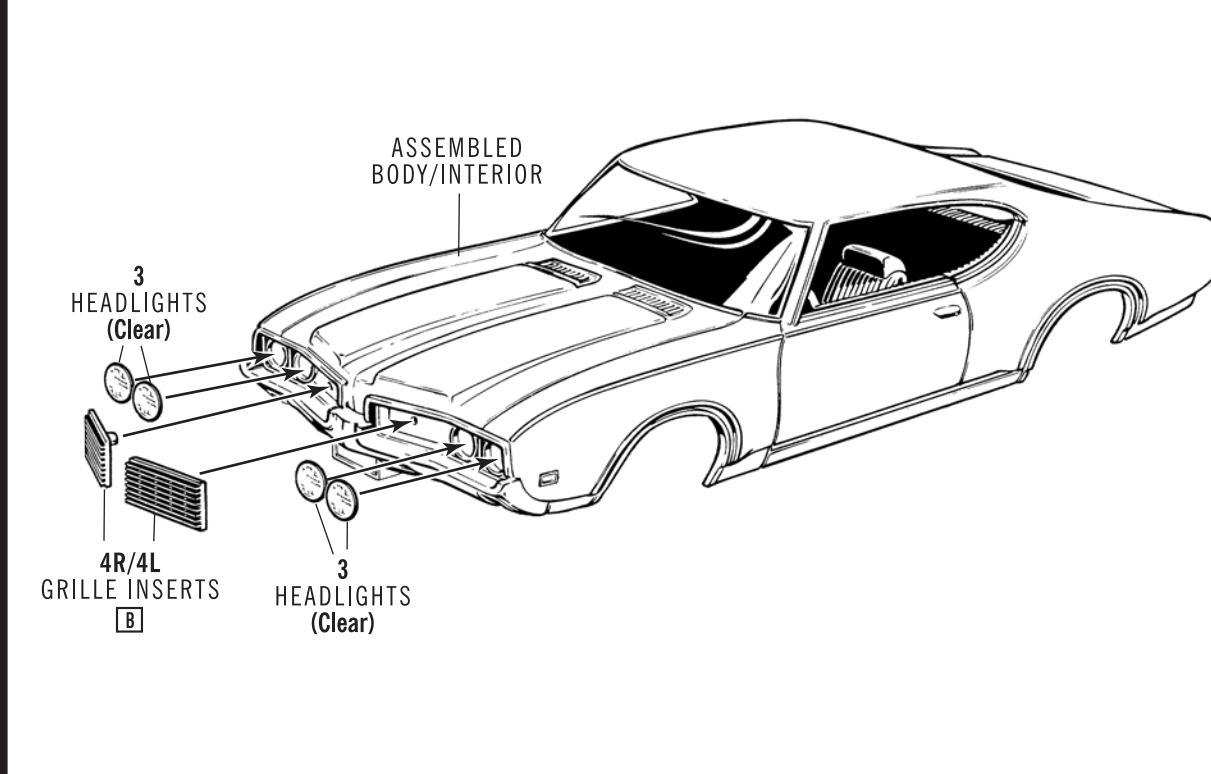
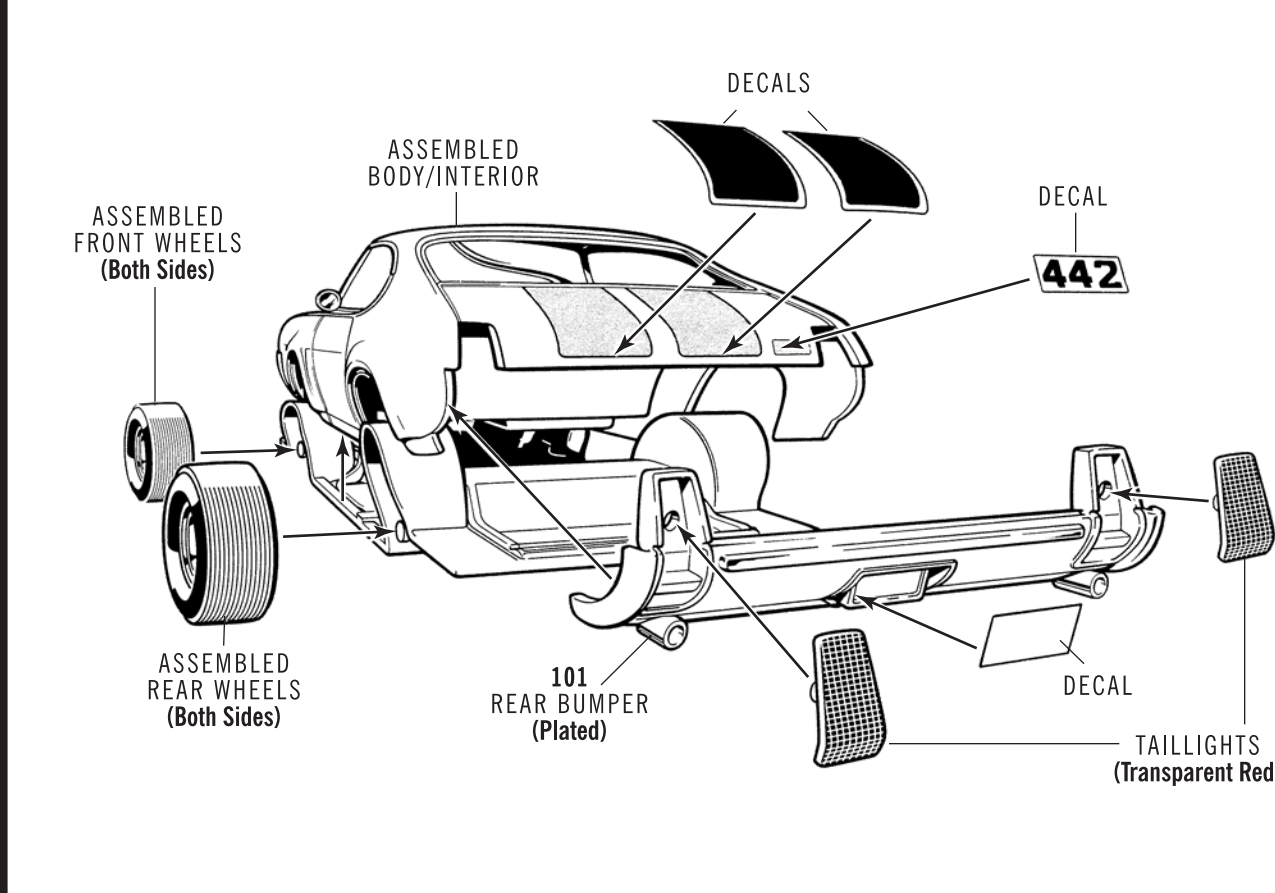


FIG. 17: FINAL ASSEMBLY

Cement the ASSEMBLED FRONT and REAR WHEELS to the AXLES (Both Sides) NOTE: Use cement sparingly or wheels will not turn. Cement the ASSEMBLED BODY onto the CHASSIS. Cement the TAILLIGHTS to the REAR

BUMPER. Cement the REAR BUMPER to the BODY as shown. Apply the appropriate DECALS to the locations shown here and in the previous two panels.



BODY ASSEMBLY

FIG. 14: SUB-ASSEMBLY A

Cement both halves of the MASTER CYLINDER together. Cement the MASTER CYLINDER to the FIREWALL. Cement the

FIREWALL, FRONT WINDOW, REAR VIEW MIRROR and REAR WINDOW into the body as shown.

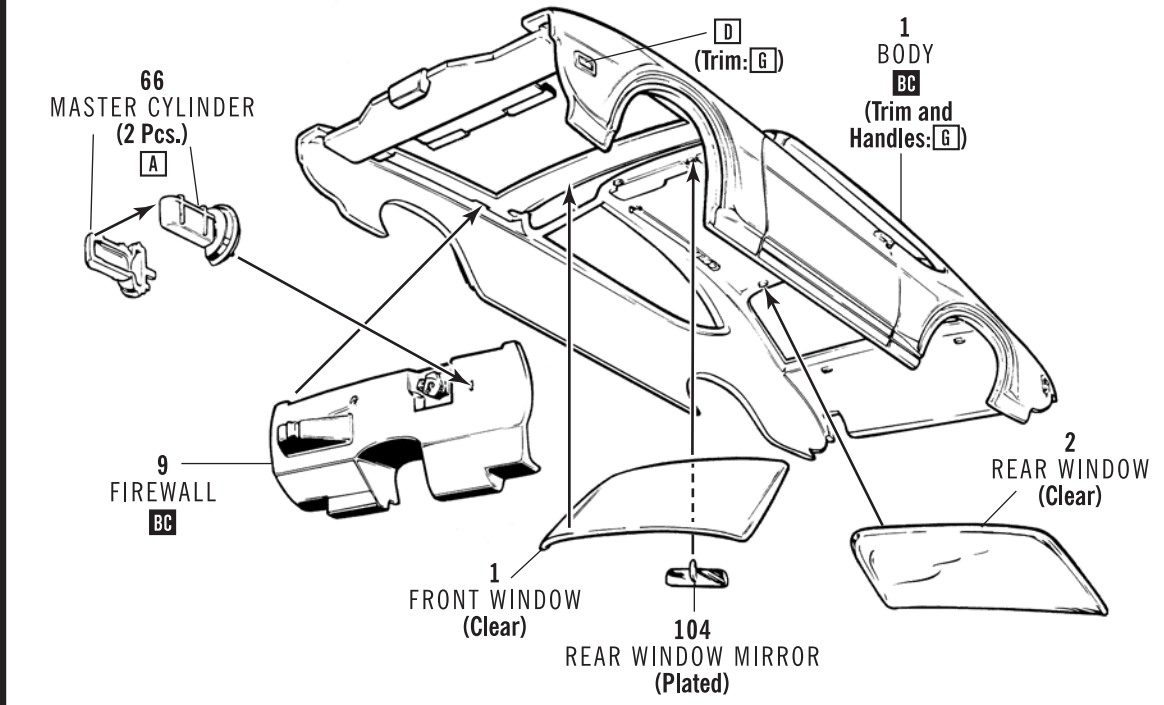
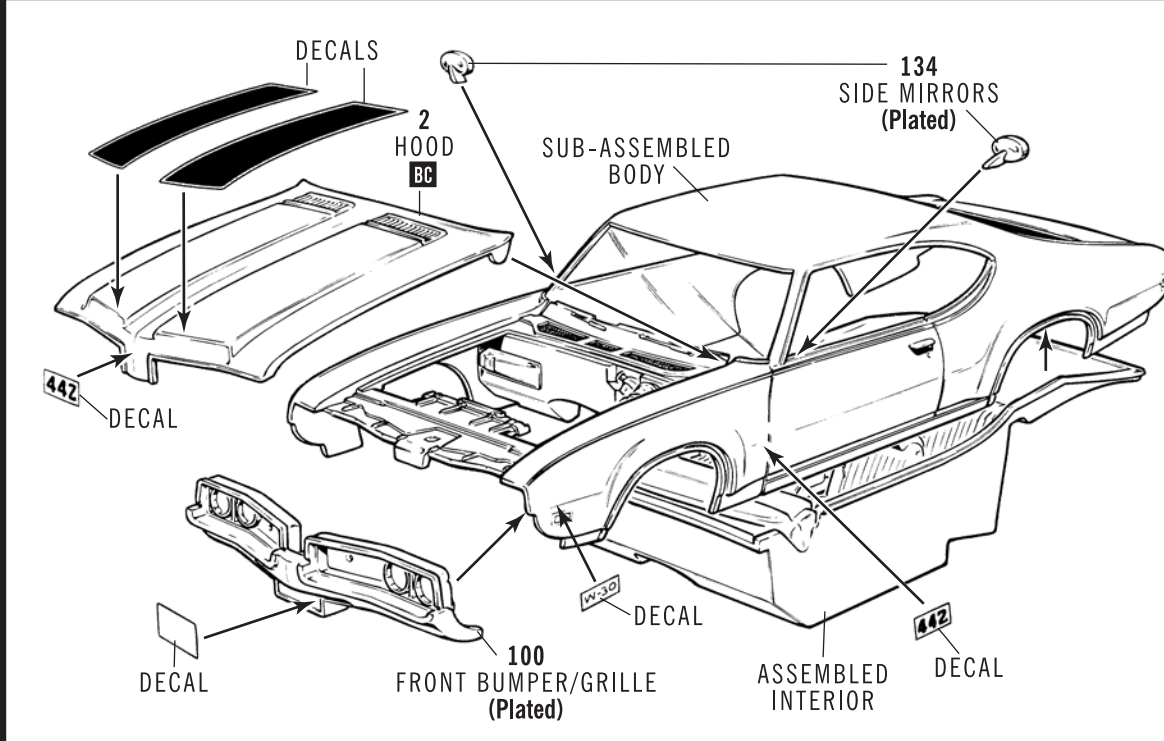


FIG. 15: SUB-ASSEMBLY B

Cement the ASSEMBLED INTERIOR into the BODY. Cement the FRONT BUMPER/GRILLE and both EXTERIOR REAR VIEW MIRRORS to the BODY. Place (DO NOT CEMENT) the

HOOD in place. NOTE: Decal locations are shown here for clarity, however, decal application is not recommended until after assembly is completed.



PAINT COLORS

A	Black	Q	Yellow
B	Flat Black	R	Tan
C	Semi-Gloss Black	S	Brown
D	White	T	Lt. Blue
E	Flat White	U	Med. Blue
F	Silver	V	Dark Blue
G	Chrome (Bright Silver)	W	Ford Motor Blue
H	Aluminum	X	Lt. Green
I	Steel	Y	Dark Green
J	Brass	Z	Gray
K	Gold	AA	Purple
L	Amber	IC	Interior Color
M	Transparent Amber	BC	Body Color
N	Red	▲	Semi-Gloss
O	Transparent Red	△	Gloss
P	Orange	▲	Metallic

EXTERIOR COLORS

Standard Colors Include: Ebony Black, Saffron, Cameo White, Trophy Blue, Crimson, Glade Green, Meadow Green, Sable, Palomino Gold, Topaz, Burgundy Mist, Platinum Silver, Aztec Gold, Autumn Gold, Powder Blue, Flamingo Silver, Covert Beige, Deauville Gray, and Chestnut Bronze

INTERIOR COLORS

Black, Light Blue, Red, Fawn, Light Green and Off White

It is recommended that you search the internet for additional color references and details.



When it was first introduced in 1964, the Olds™ 442™ was essentially a police package that was made available to the public. Consisting of a four-barrel carburetor, a four-speed manual transmission and dual exhaust, the designation of 442™ was self descriptive. Actually the customer got a lot more than just a four-barrel on his 330 cubic inch engine; also included was a special camshaft, heavy-duty rods and main bearings. Heavy duty suspension and speed-rated tires were part of the chassis upgrade marking a total performance car.

This characteristic was to be the hallmark of all subsequent 442™ cars. So far, as total performance muscle cars of the 60's, the Olds™ 442™ was the best composed all-around performer money could buy off the showroom floor. Not only could a 442™ provide mind-dazzling straight-line acceleration, it could find its way around the twisty sections too.

In '69 the 442™ got a styling change, the traditional body color divider in the center of the grille, also known as, two grilles instead of one. The 442™ also came with a standard 400 cubic inch V-8 which developed 350 horse-

power in standard trim and 360 with the W-30 cold air package. The four-speed was still with the package, and of course, the dual exhaust system played some lovely tunes in true automotive stereo. The high-level suspension kept the four special tires planted on the road with front and rear anti-roll bars, heavy duty springs and shocks. Road-testers of the time acknowledged the 442™ as the best all-round performance car of the era.

Statistics: starting price: \$3,141, number built in '69: 26,357, wheel base: 112", length: 201.9", base weight 3,502 lb. Engine Specs: 400 cu. in., hp: 350/360 @ 3600 rpm, torque: 440 foot/pounds, compression ratio: 10.5 to 1, axle ratios: 2.56 to 1, std: 4.66 to 1 (optional).

This kit can be built one of two ways: either as the daring Olds™ 442™ W-30 (STOCK), featuring a 4-barrel, 350 horse and 400 cubic inch V-8, or (CUSTOM) with 400 hp and 400 cubic inch V-8. Please read through all instructions carefully before you begin. Always test-fit parts before cementing and for the best bond, remove paint and plating from parts where glue is to be applied.

IMPORTANT

Before you begin to assemble your model kit, study the instructions carefully. This will help you to familiarize yourself with the part locations as you proceed. Prior to cementing parts together, be sure to "TEST FIT" them in order to assure proper alignment and also to check for excess "FLASH" that may occur along parting lines. Use a sharp hobby knife or file to remove flash if necessary. If you wish to paint your model, various sub-assemblies and components should be painted before any parts are attached. During assembly, you may note that the recommended color is stated after the part name.

This model kit is molded from the finest high-impact styrene plastic. Use only paints and cements which are specifically formulated for styrene. Read all labels and warnings carefully.

Because the cement will only adhere to bare plastic, it is necessary to remove any paint or "plating" from the area to which the cement is to be applied.

BUILDING TIPS FOR THE ADVANCED MODELER

For the best possible finish, your kit should be painted, even if molded in color. Paint should be applied evenly, in several thin coats rather than one heavy coat. The first coat should not completely cover the surface. Each layer should be allowed to thoroughly dry before the next is applied. Also, each coat should be "wet sanded" except for the final coat, using No.1200 wet or dry sandpaper which is slightly damp. Be careful not to remove any detail while sanding.

It is important to keep your hands clean when working with your model. Wash parts thoroughly before painting to remove any mold release agent that may have been used during manufacture, body oil from your hands, sanding residue, and dust, which is naturally attracted to plastic by static electricity. Use a mild solution of dishwashing detergent and water. A tack rag should be used to dry the parts, DO NOT use paper towels or tissues, since they will leave lint on the part.

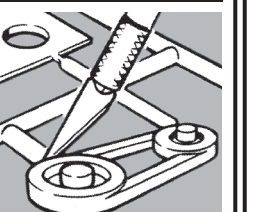
Parting lines and glue joints should be sanded or filed prior to painting and cementing. Because paint has a tendency to draw away from sharp edges, they should be lightly filed. Use filler putty designed for plastic to fill small gaps that may occur between parts and to blend contours. This should be done only after the first, or "primer," coat of paint is applied.

When painting a two-tone body, the lightest color should be painted first. Use frosted, or "magic," tape to mask off the area you do not want painted. After the second color is dry to the touch, the tape can be removed. Use a very fine brush to touch up edges if necessary. If decals are to be added, do so before adding any gloss coat. A gloss coat will help even out the edges between the two colors as well as set the decals.

RECOMMENDED TOOLS

HOBBY KNIFE

Use a sharp hobby knife to remove parts from the trees. The knife may also be used to remove parting lines and flash.



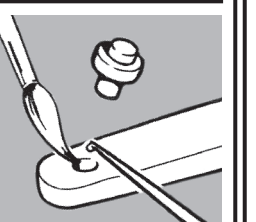
TWEEZERS

Use tweezers to hold small parts during assembly, painting and when applying cement.



BRUSH

We recommend the use of liquid polystyrene cement. Apply with a fine brush. Use sparingly or a sloppy job will result.



READ ALL LABELS AND WARNINGS CAREFULLY

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ENGINE ASSEMBLY

FIG. 1: SUB-ASSEMBLY A

Cement the OIL PAN, FRONT COVER/WATER PUMP and both CYLINDER HEADS to the ENGINE BLOCK and paint Gloss Red as a unit. Paint the BELL HOUSING Steel and cement it

to the ENGINE BLOCK as shown. Paint the STARTER Semi-Gloss Black and cement it to the BELL HOUSING.

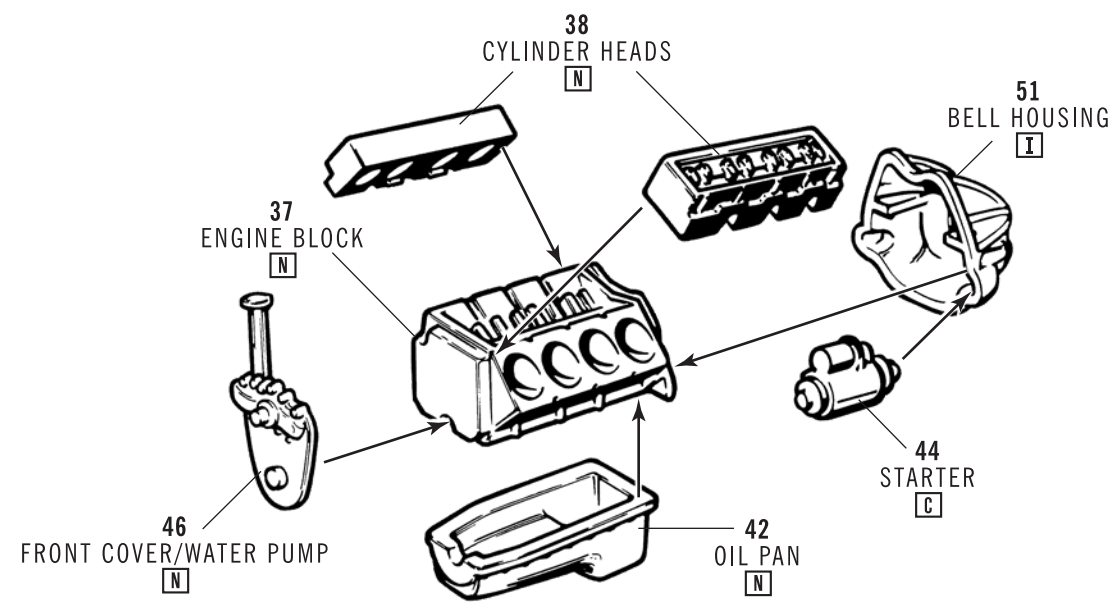


FIG. 2: SUB-ASSEMBLY B

Cement both halves of the TRANSMISSION together and paint Silver. After painting, cement the POWER STEERING PUMP, the

ALTERNATOR and the BELTS/PULLEYS together. Cement the TRANSMISSION, BELTS/PULLEYS and the OIL FILTER to the ENGINE.

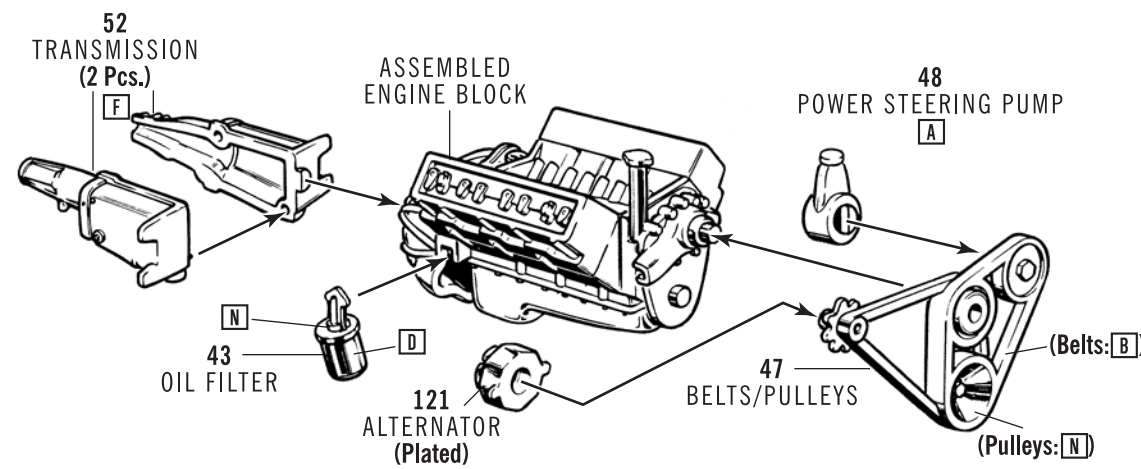


FIG. 3: SUB-ASSEMBLY C/STOCK

Cement the AIR CLEANER, CARBURETOR and INTAKE MANIFOLD together as shown.

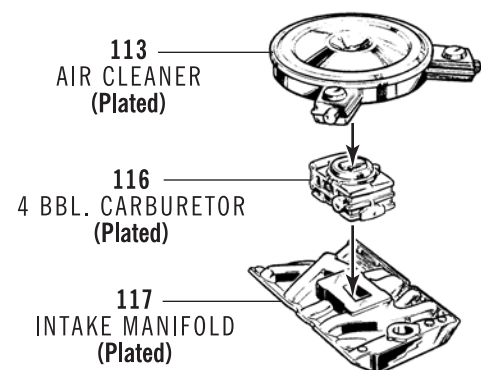


FIG. 3: SUB-ASSEMBLY C/CUSTOM

Cement the AIR CLEANER, CARBURETOR and INTAKE MANIFOLD together as shown.

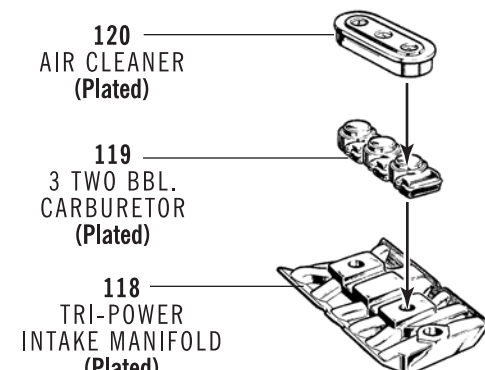
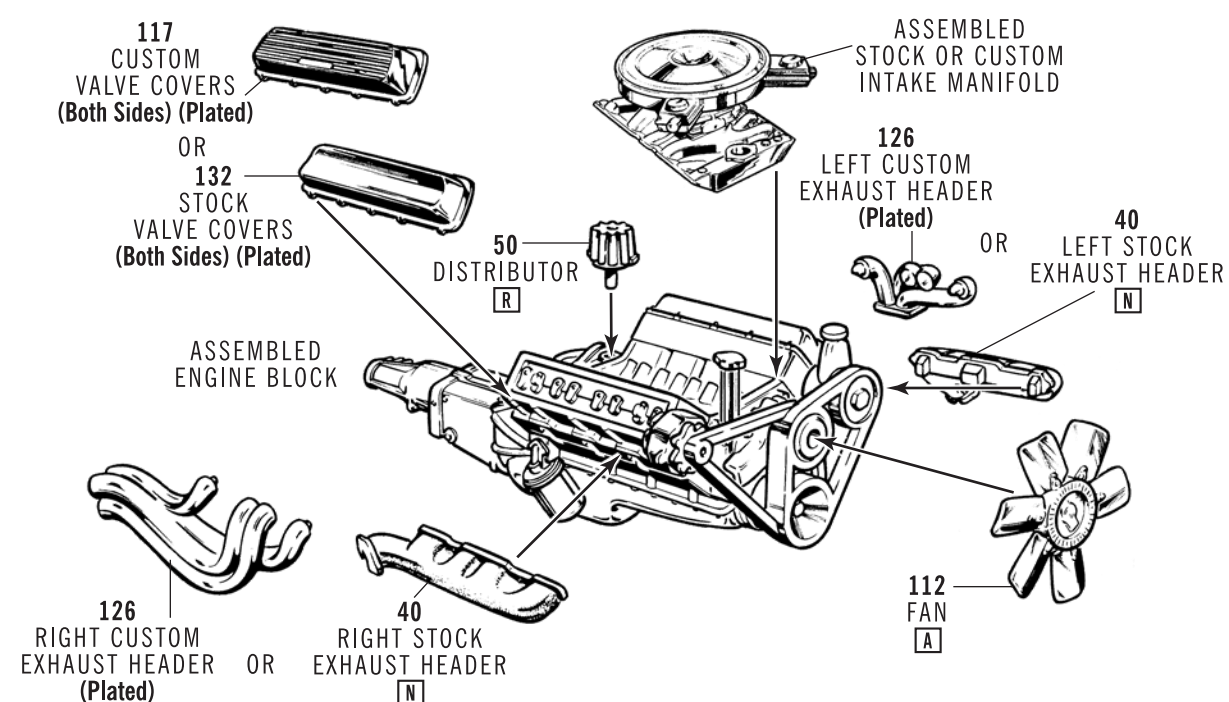


FIG. 5: FINAL ENGINE ASSEMBLY

Cement both STOCK or CUSTOM VALVE COVERS, both STOCK or CUSTOM EXHAUST HEADERS and either the STOCK or CUSTOM

INTAKE MANIFOLD to the ENGINE as shown. Paint and cement the DISTRIBUTOR and the FAN in place.



CHASSIS ASSEMBLY

FIG. 6: SUB-ASSEMBLY A

Cement both UPPER CONTROL ARMS to the CHASSIS as shown. Paint these parts prior to assembly.

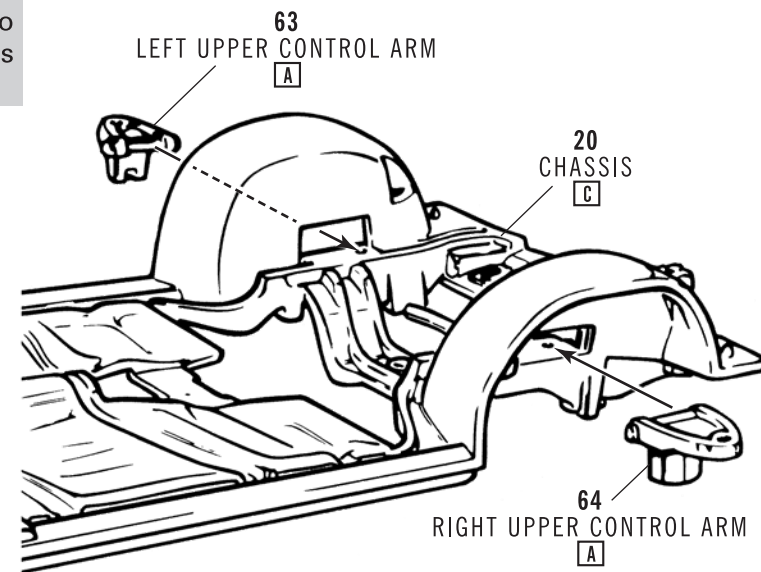


FIG. 7: SUB-ASSEMBLY B

Carefully cement both LOWER CONTROL ARMS to the CHASSIS, trapping the KING PINS and COIL SPRINGS in place. Press the TIE ROD onto

the KING PINS. NOTE: KING PINS, COIL SPRINGS and TIE ROD may be cemented in place if you do NOT want poseable steering.

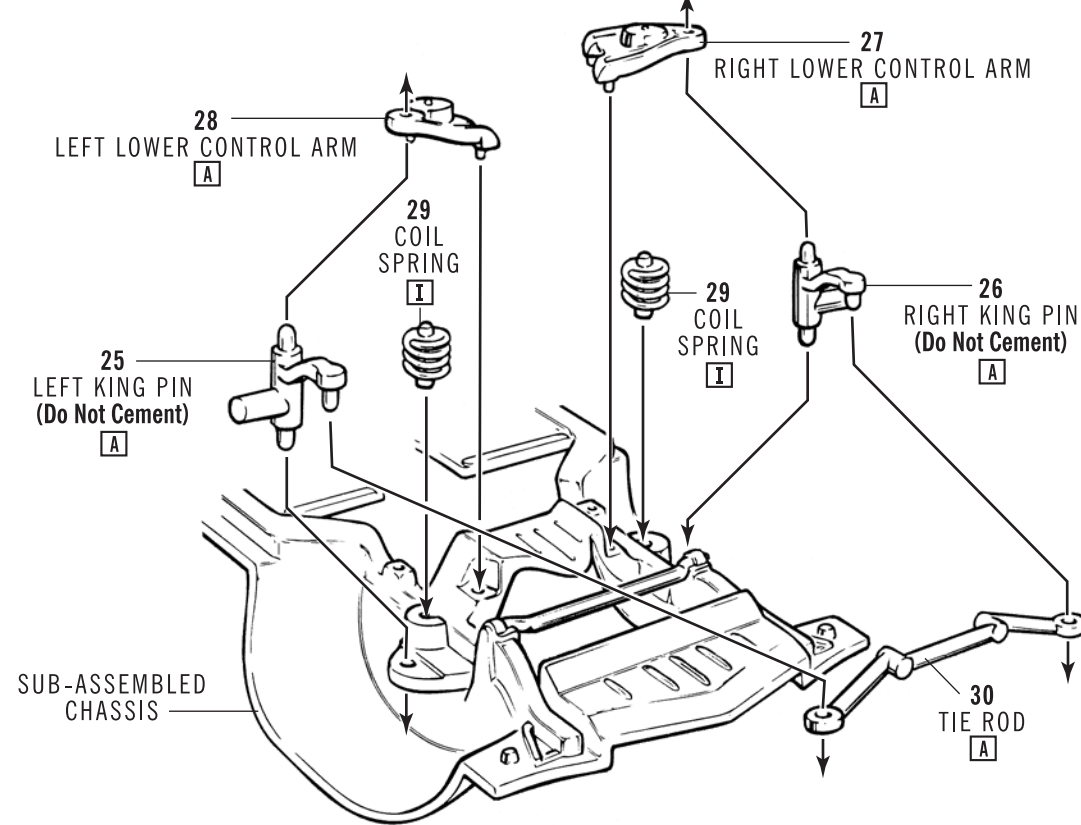
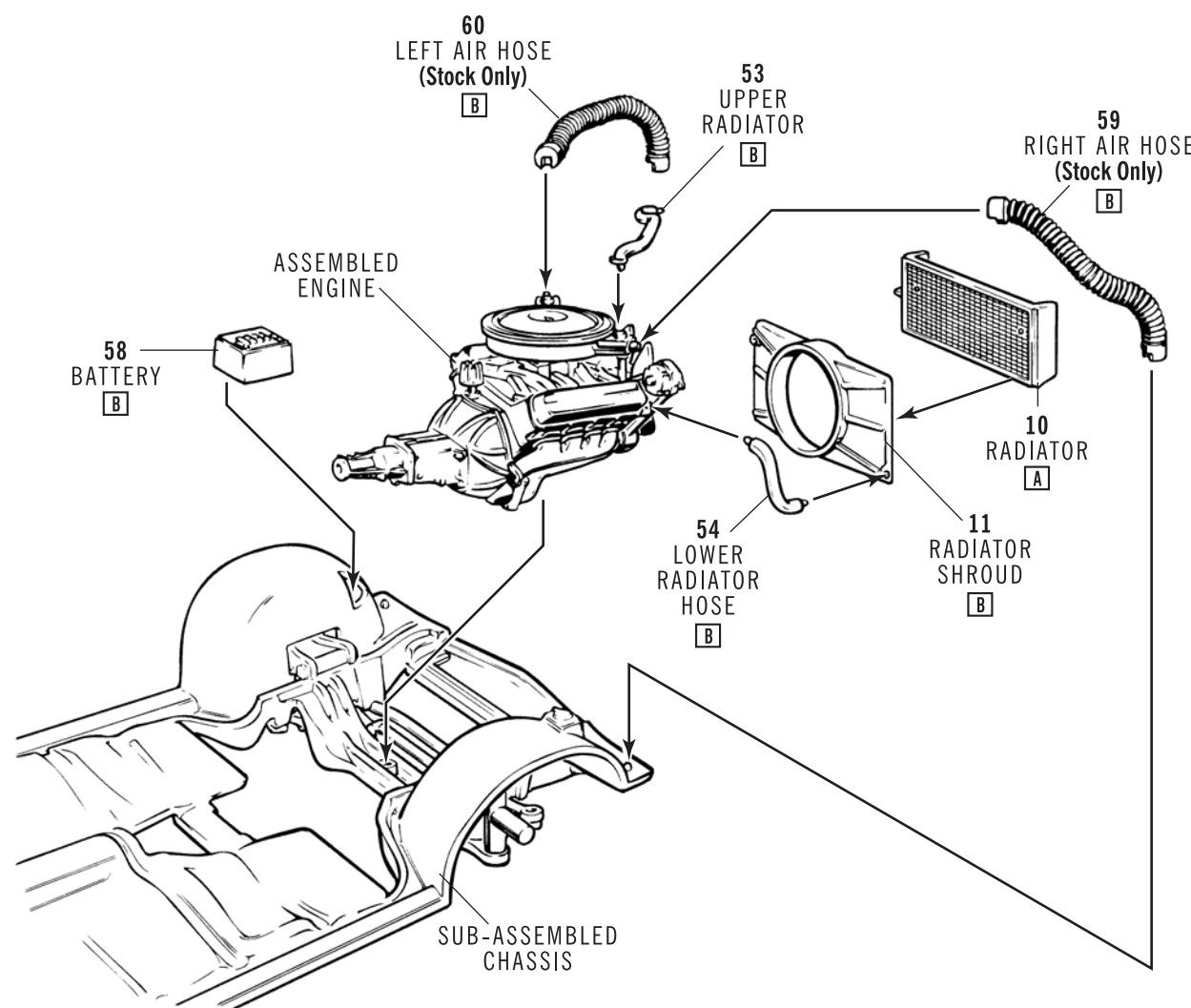


FIG. 8: SUB-ASSEMBLY C

Cement both halves of the RADIATOR together. Cement the ENGINE, BATTERY and RADIATOR to the CHASSIS. Cement both RADIATOR HOSES in

place. Cement both AIR HOSES in place (STOCK ONLY)

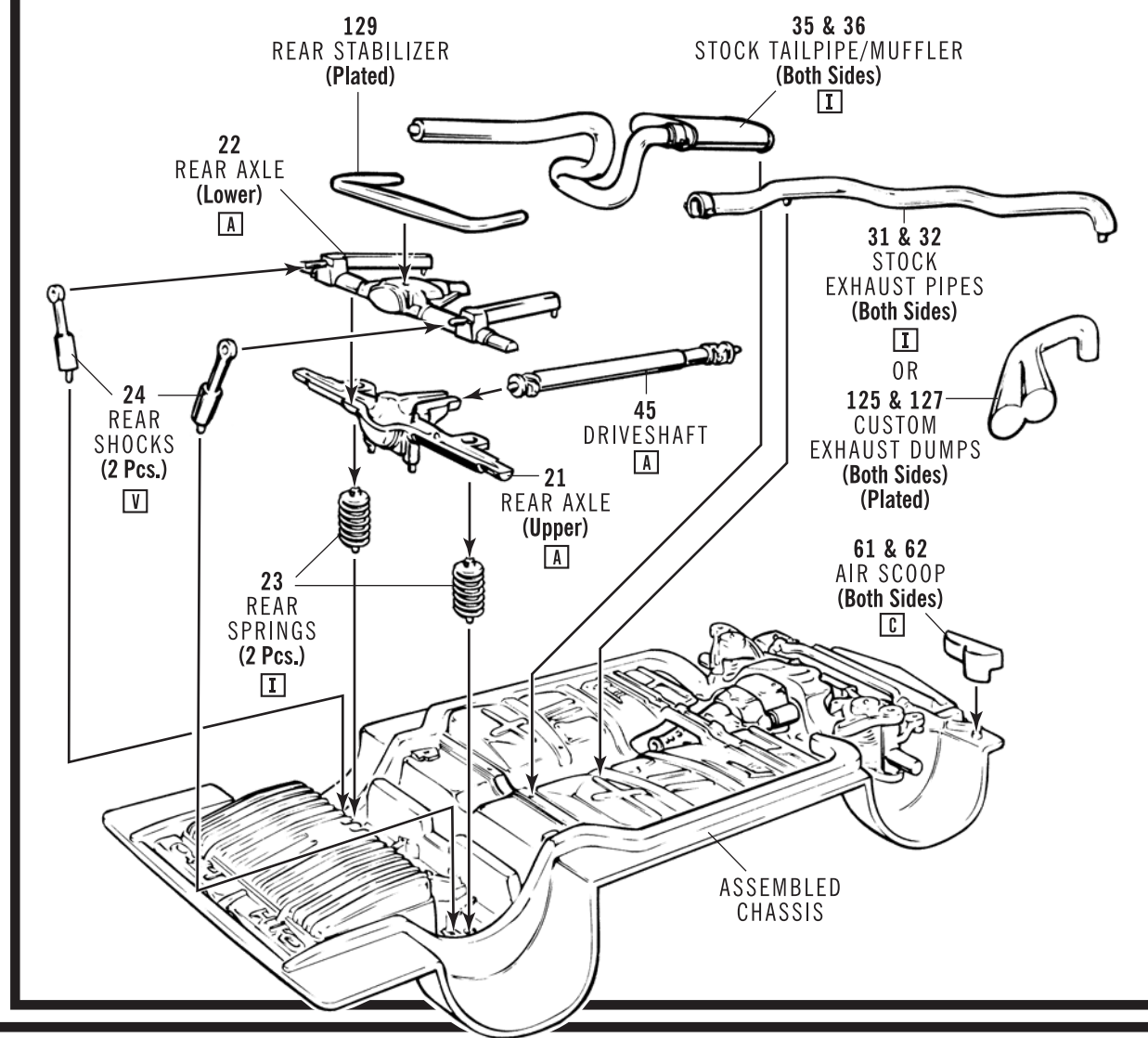


CHASSIS ASSEMBLY (CONTINUED)

FIG. 9: FINAL CHASSIS ASSEMBLY

Cement both STOCK EXHAUST PIPES and both STOCK TAILPIPE/MUFFLERS or both CUSTOM EXHAUST DUMPS to the CHASSIS. NOTE: the ends of the EXHAUST PIPES and the EXHAUST DUMPS locate to the EXHAUST HEADERS. Cement both halves of

the REAR AXLE and the REAR STABILIZER together. Cement both REAR SPRINGS, both REAR SHOCKS and the REAR SHOCKS and REAR AXLE to the CHASSIS, trapping the DRIVESHAFT between the TRANSMISSION and the REAR AXLE.



WHEEL ASSEMBLY

FIG. 10: STOCK WHEEL ASSEMBLY

Place a WHEEL RETAINER inside an INNER WHEEL HALF and cement both wheel halves

together, trapping a FIRESTONE TIRE between them. NOTE: ASSEMBLE 4 SETS.

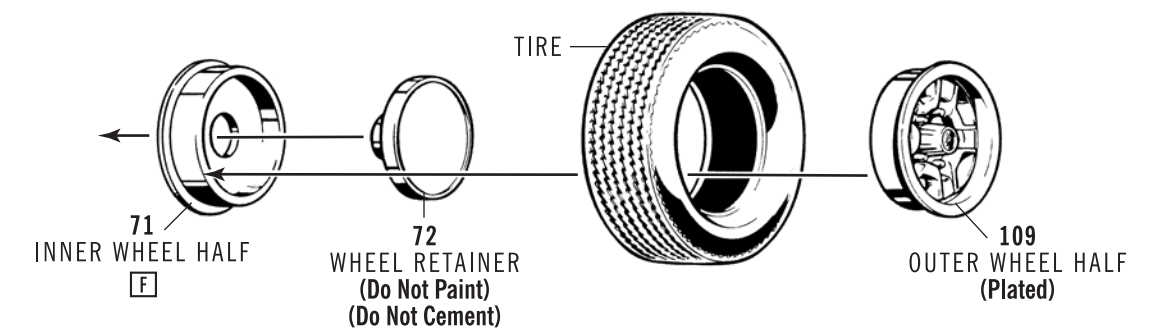


FIG. 11: CUSTOM FRONT WHEEL ASSEMBLY

Place a WHEEL RETAINER inside an INNER WHEEL HALF and cement both wheel halves

together, trapping a FIRESTONE TIRE between them. NOTE: ASSEMBLE 2 SETS.

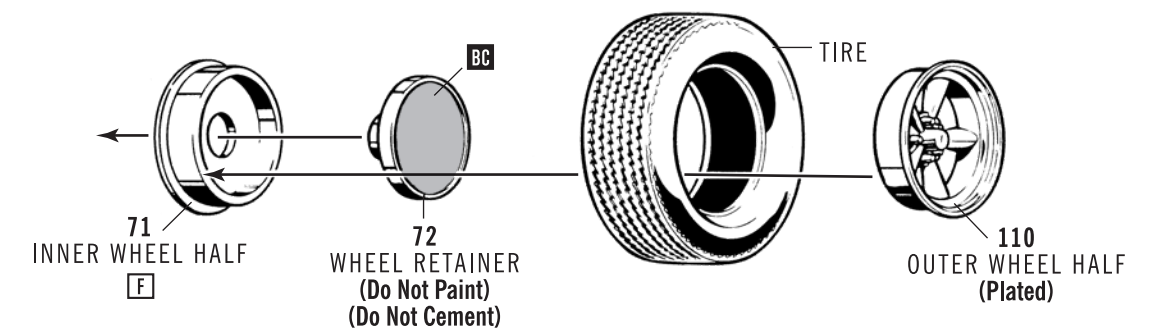


FIG. 12: CUSTOM REAR WHEEL ASSEMBLY

Place a WHEEL RETAINER inside an INNER WHEEL HALF and cement both wheel halves

together, trapping a DRAG SLICK between them. NOTE: ASSEMBLE 2 SETS.

