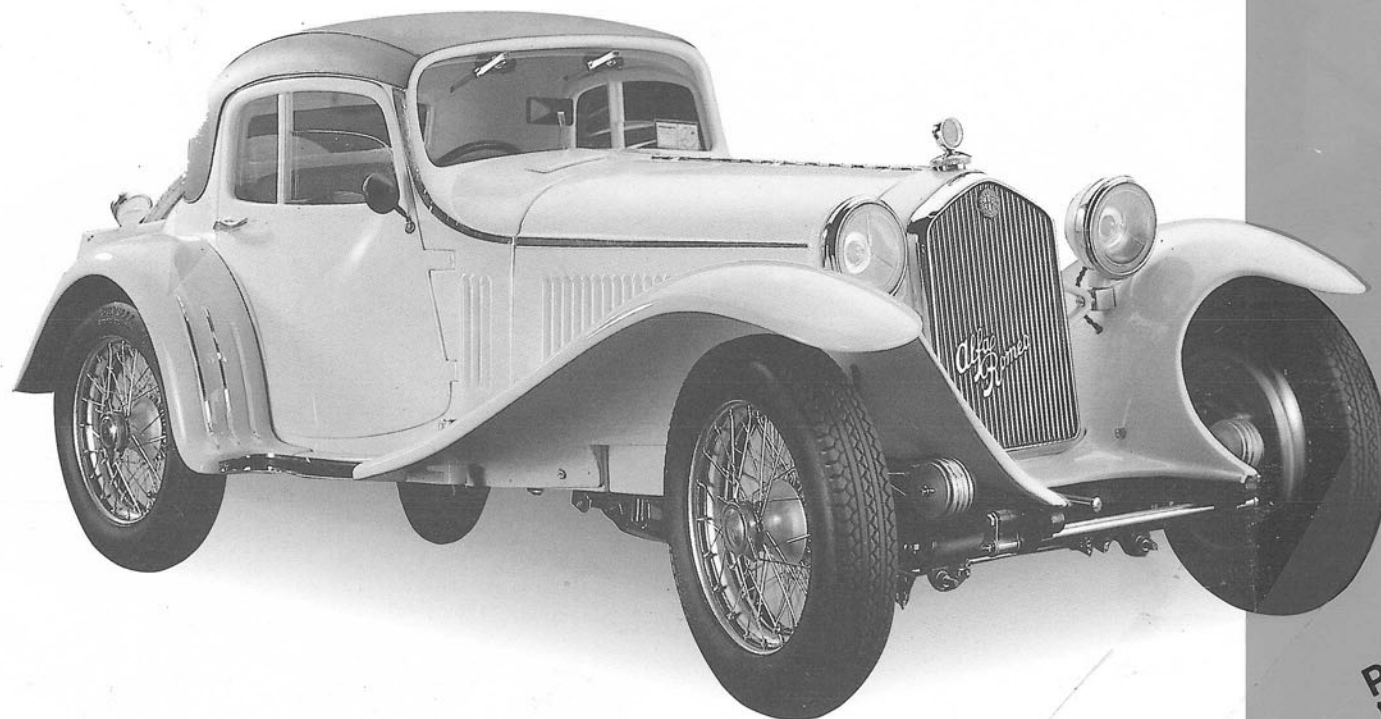


Alfa Romeo 8C 2300

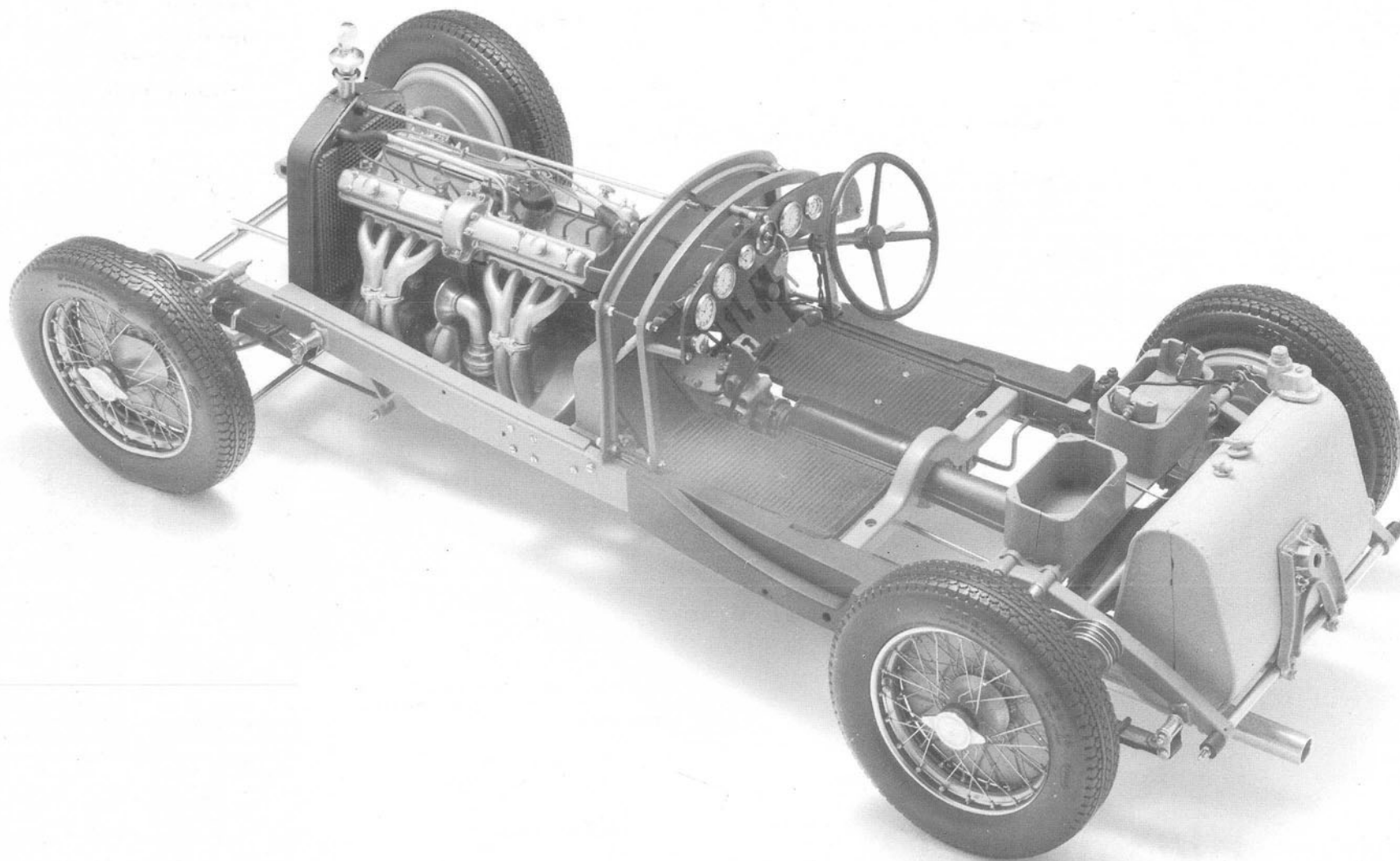


Coupé Elegant 1932

891 0930547

1/94
Rangoon Red, Black hood, Black top
Black leather + walnut dash
Corrected firewall + floor;
rear floor; Working taillights +
headlights; working brakelight;
hand throttles, loom, red wire wheels,
Tool kit; map; owner's manual.







Alfa Romeo 8C 2300 Coupé Elegant

Only very few units of this car were built by the Alfa Romeo in years 1931-1934. The body, made by the coach-builder Touring of Milan, gives the car an extremely refined and classical elegance.

The chassis and the mechanical parts are those of the Gran Sport model, famous in the thirties for its great performances, as it was derived from a race car. The coupé elegant could reach a speed of 170 km/h with its 142 HP at 5.000 rpm. The straight 8 cylinders double overhead camshaft engine was fed by a Roots supercharger. The transmission was equipped with a 4 speed gearbox.

Technical details:

Engine: front 8 cylinder in line, 4 stroke, 65 x 88 bore and stroke, displacement 2336 cc, max. bhp 142 hp at 5000 rpm.

2 pieces light alloy block with 2 overhead camshafts and 2 valves per cylinder. Supercharged, watercooled.

Drive:
rear wheels with multiple disk clutch and four speed gearbox.

Frame and suspensions:
side and cross members of pressed channel, semielliptic front and rear springs, drum brakes on four wheels.

Dimensions: wheelbase 2.750 mm; track 1380 mm.

Weight: 1.000 kg. (dry).

Fuel tank: 100 l.

Top speed: 170 km/h depending on gear ratio.

This model is made up of a total number of n. 2011 parts in different materials: n. 387 in special high resistance plastic; n. 1150 in brass; n. 360 in stainless steel and n. 114 in other materials (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 operating parts as possible. In particular:

- the starting handle turns the crankshaft, actuating the connecting rods, pistons, and wristpins.
- the steering mechanism operates.
- working foot brake operates on all four wheels.
- headlights lit by a dashboard switch.
- doors open and close with operating door handles.
- crank operated side windows.
- the trunk (boot) opens.
- seats and trim are of artificial leather.
- complete tool box is included.

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

ASSEMBLY INSTRUCTIONS

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

- The assembly is simple, and requires only a screwdriver, scissors, a small file, and shears or cutting pliers

(cf. fig. «cc»). One of the distinct advantages is that almost all parts are fitted by pressure or fastened by screws, without the use of cement. Therefore the parts can be taken apart easily, and reassembled correctly, if an error is made initially.

- Two small wrenches (part. No. 72038 and 72222) are supplied in the kit for convenience in fastening the nuts (part. No. 72321).

- Drawings numbered 1 through 53 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 more permanent protection.

C) All parts are numbered whenever possible. Where numbering was impracticable, the parts are packed in transparent envelopes. A list of part numbers and quantity is then imprinted on, or next to the envelopes.

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

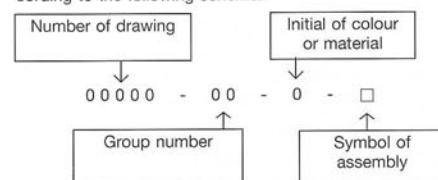
E) Proceed with the assembly systematically, starting with the major assemblies, but making sure not to leave off any minor part. We also suggest studying the «exploded views» on the drawings carefully before starting, in order to have a clear mental picture of the sequence of assembly steps.

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

G) The drawings are numbered 1 to 53. Some smaller parts are shown also in full scale (1:1) to make their identification easier.

Rubber hoses, electrical cables, lubricating pipes, and the like, 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:



The scheme is illustrated in figures «aa» and «bb»

- Part Number in five digits identifies 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 ac-

cording to the following code:

O = BRASS
C = COPPER
F = BLUED
K = NICKEL PLATED
T = TRANSPARENT
B = WHITE
M = METALLIC GREY
N = BLACK
A = SILVER
R = RED
L = WOOD
P = ARTIFICIAL LEATHER
G = RUBBER
E = CARPET

- Method of Assembly is indicated by symbols, 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 is decoded:

71564 - 18 - A ⌘

Part number 71564 of group 18; silver colored, to be assembled by tapping with a hammer

- I) We suggest assembling the model in stages, as follows:

- 1) Complete the engine assembly, including all internal parts, according to drawings 4-10 and 11.
- 2) Assemble the gear box and the brake system, as shown in drawings 5-6 and 7
- 3) assemble the front and rear axles as per drawings 17 and 20
- 4) Assemble the radiator, as shown in drawing 9
- 5) Complete the assembly of the steering mechanism and the other subassemblies shown in drawings 14-15 and 16
- 6) Assemble the main part of the chassis as per drawing 12
- 7) Assemble the fuel tank as shown in drawings 36 and 37
- 8) Complete the chassis assembly as shown in drawing 23.
- 9) Complete the assembly of the front brakes (drawing 19), rear brakes and hand brake (drawing 22), and the entire brake system as shown in drawings 20 and 23

- 10) Install and connect the lamps according to diagram 34

- 11) Finally, assemble the wheels as detailed in drawings and diagrams numbered 24 to 32.

The assembly thus finished, represents the chassis originally furnished by ALFA ROMEO. It was then equipped to order by specialized coach builders according to the requirements of the individual customer

- 12) Continue with the assembly of hood (bonnet), as per drawing 42

- 13) Assemble the front, including headlights, as per drawings 43

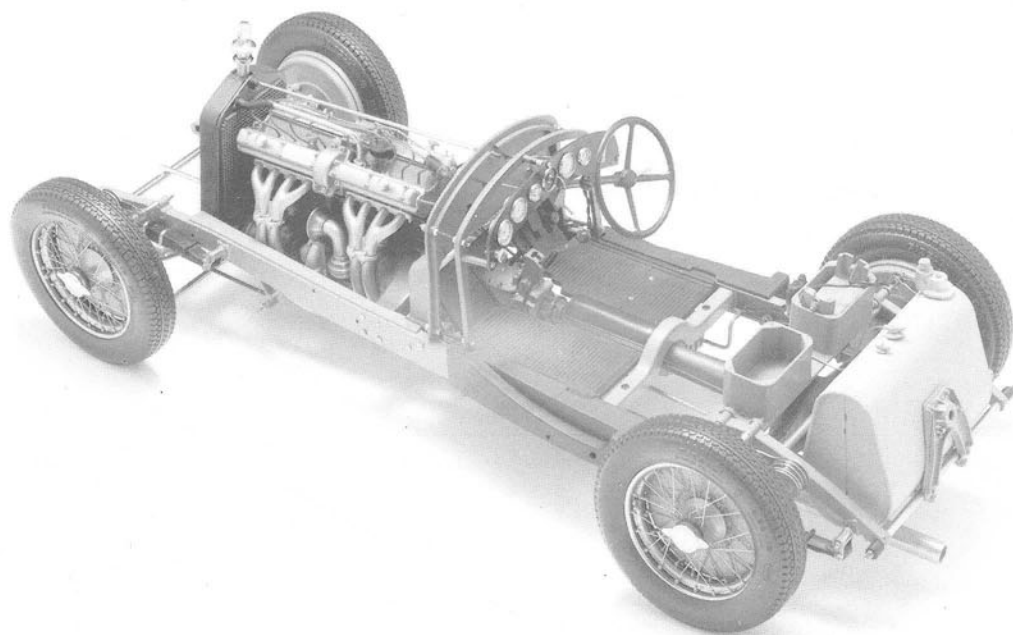
- 14) Upholster the seat and interior with leather, as shown in drawings 41

- 15) Assemble rear of body, as per drawing 44

- 16) Install accessories as shown in drawings 50-51-52-53

Some drawings are accompanied by explanatory texts and diagrams to further clarify the assembly instructions. After completing the assembly according to the instructions, you will end up with an attractive and valuable model. It should not be painted capriciously. However, we recommend to those who are experienced, to pre-paint 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 true model irretrievably.

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 topnotch model of a vintage car.



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

N.B. - An extra quantity of some of the components has been provided to cover the possibility that some parts may be accidentally damaged or lost during assembly owing to inexperience.

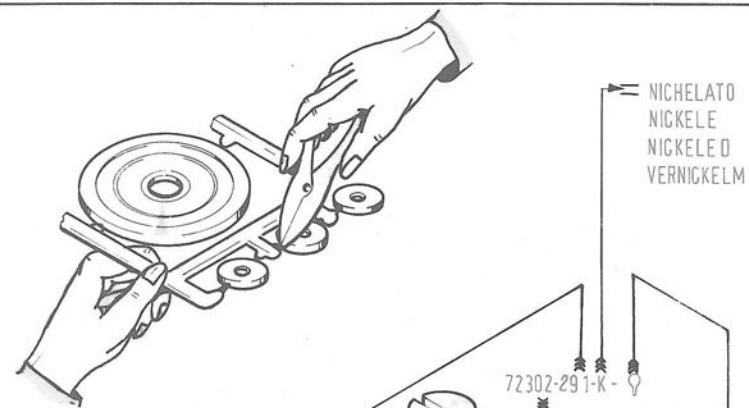
N.B. - Er is een aantal onderdelen extra in de doos bijgevoegd voor het geval er iets zoekraakt of beschadigd wordt.

N.B. - Nous avons pensé que certaines pièces pourraient s'abîmer 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 numéro plus important que celui normalement nécessaire afin de vous faciliter le travail.

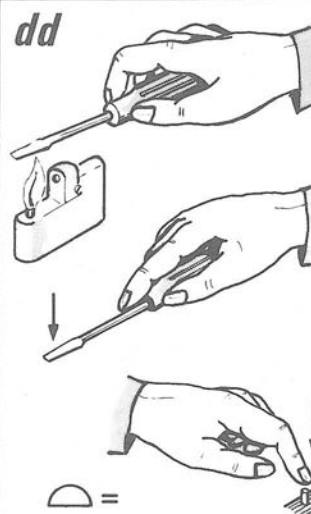
N.B. - Es kann vorkommen, dass während der Montage irgend ein Teil unversehentlich beschädigt wird oder verloren geht. Um Ihnen in dieser Hinsicht behilflich zu sein, haben wir mehr Teile als für den Zusammenbau an sich notwendig ist beigegeben.

N.B. - Se proporcionan cantidades extras de algunos de los componentes por si se diera el caso de que, por falta de práctica, algunas de las piezas se dañaran accidentalmente o se perderían durante el montaje.

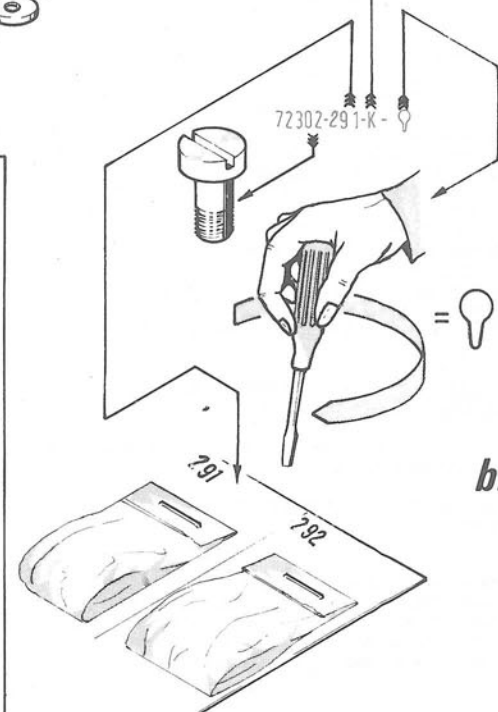
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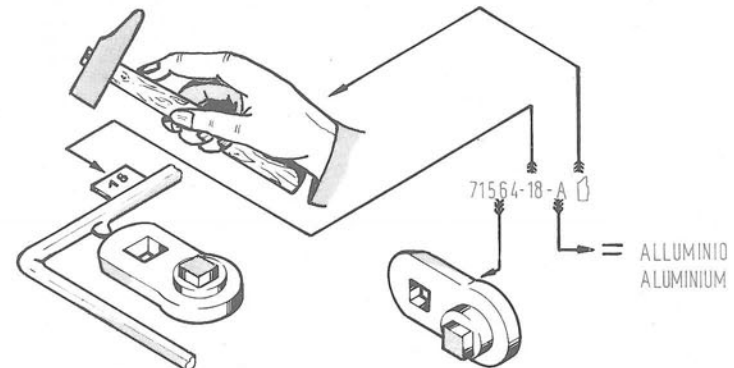
dd



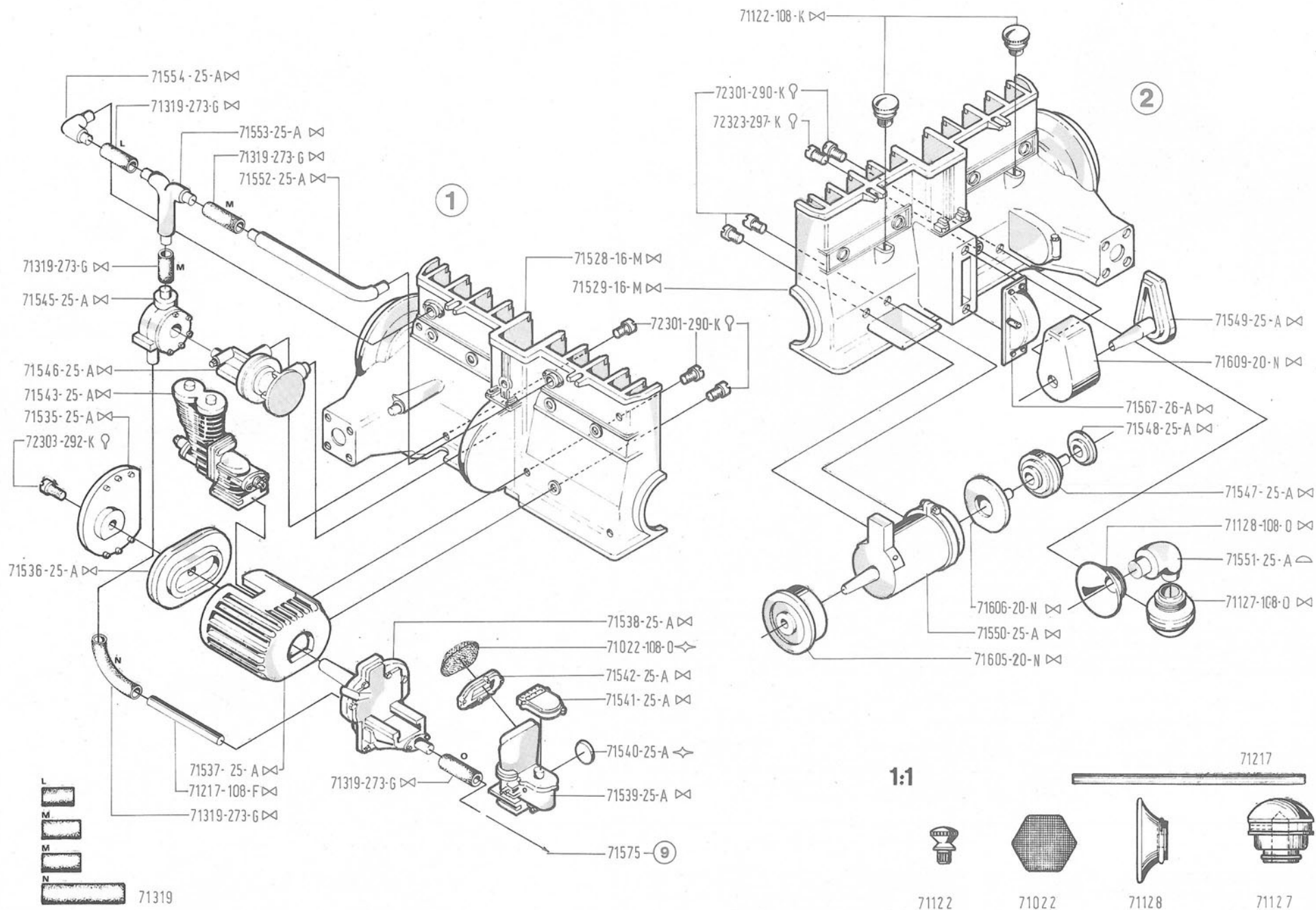
bb

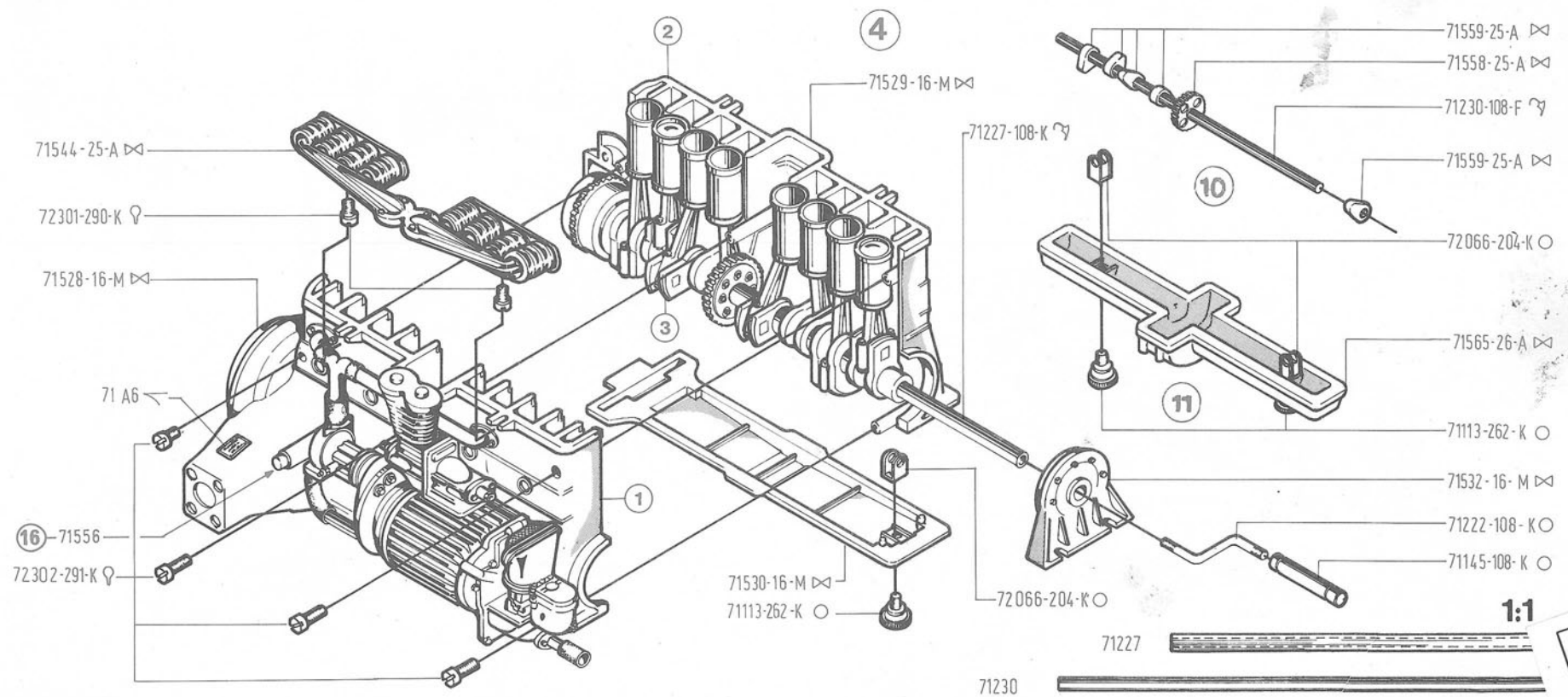
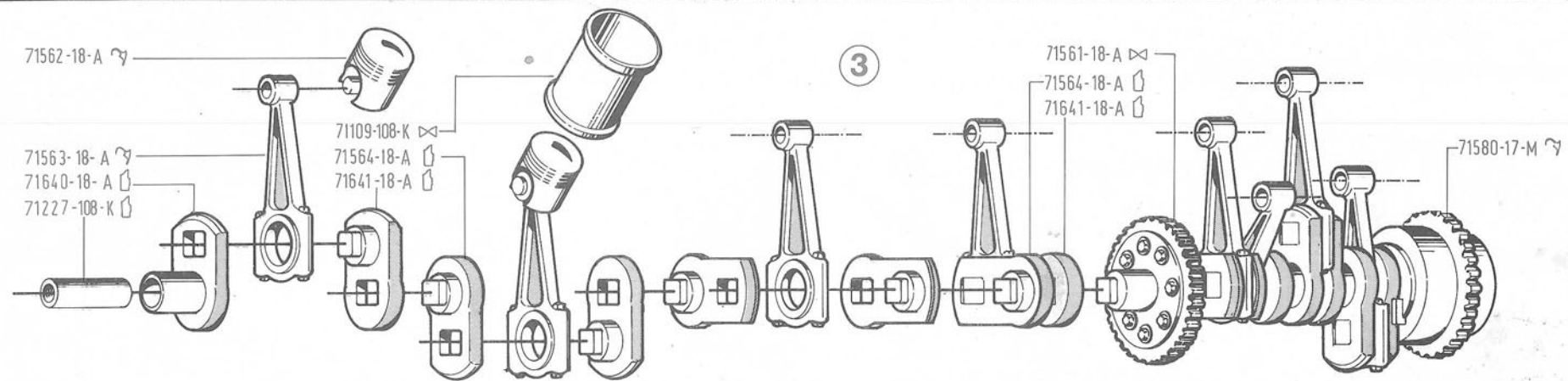


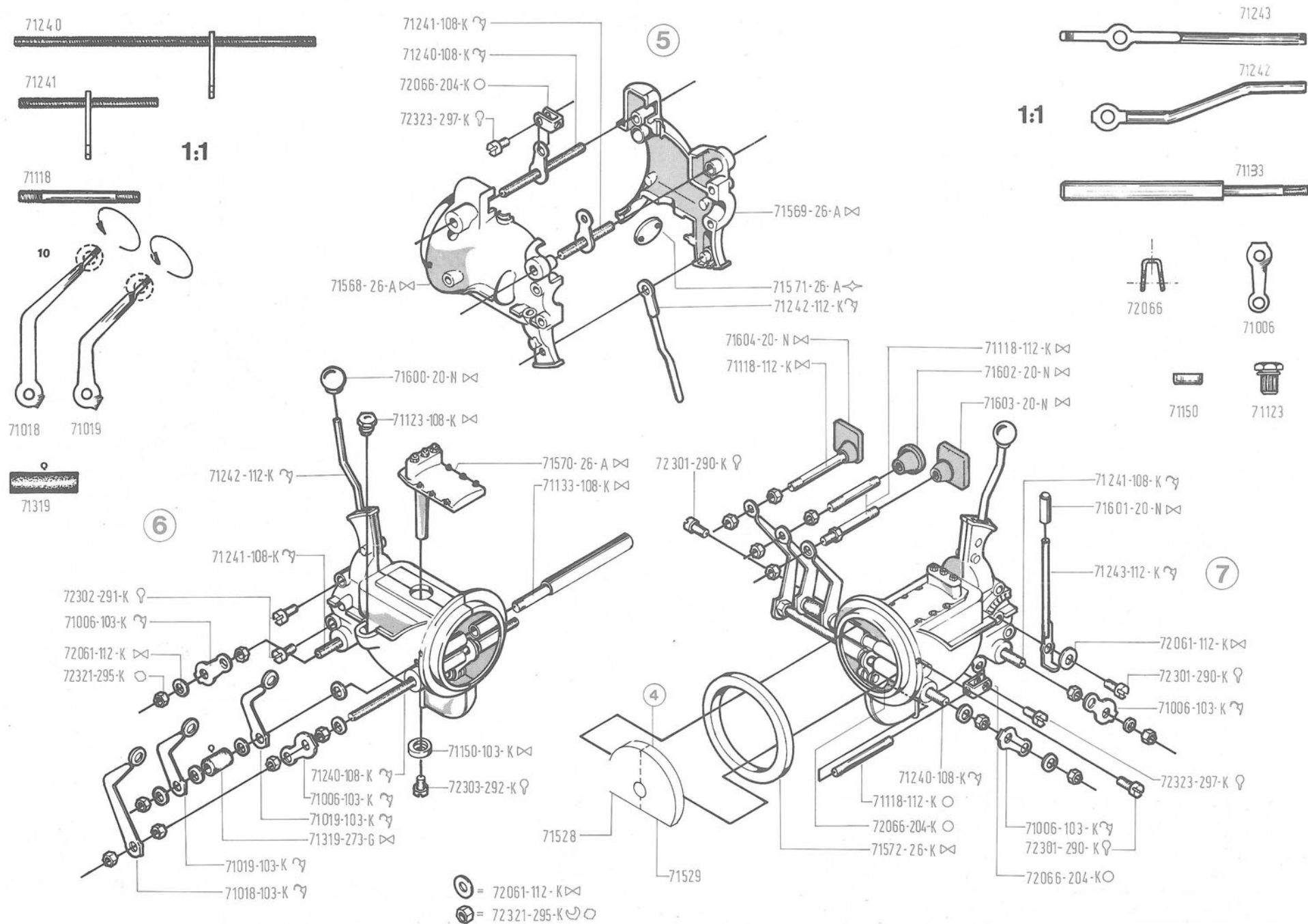
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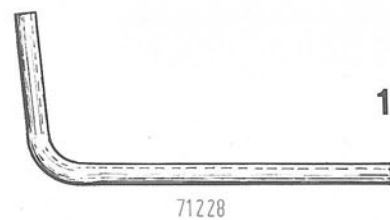
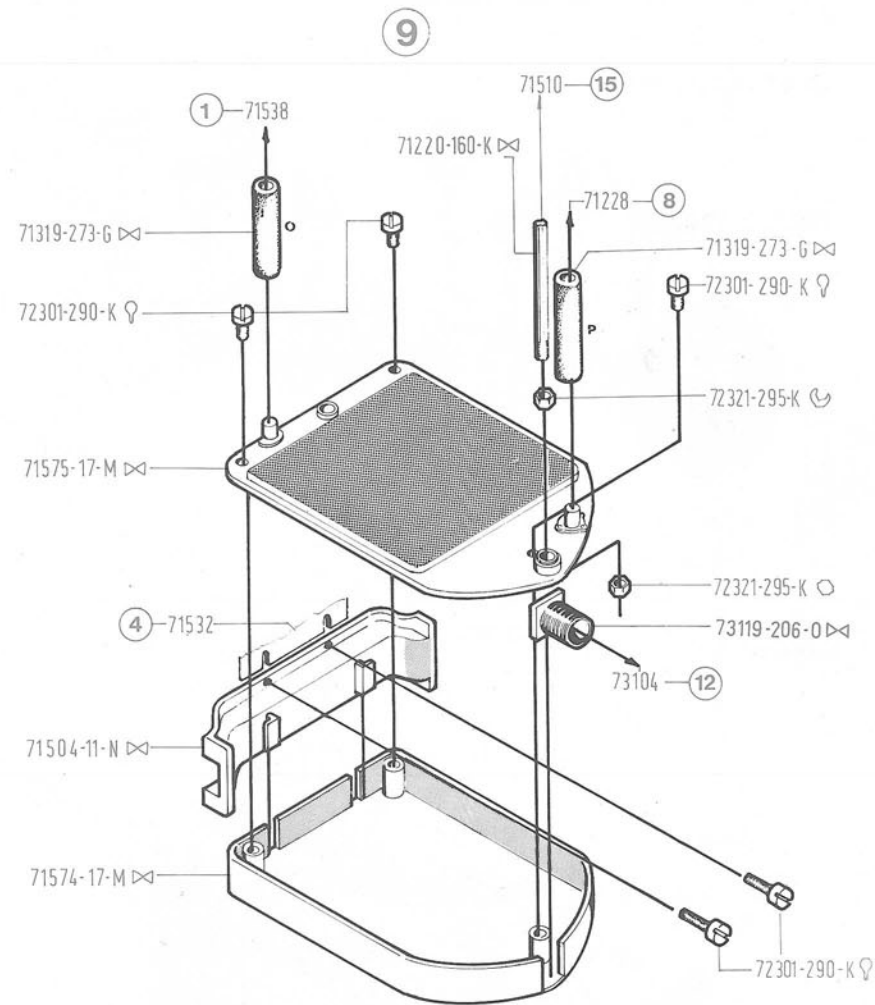
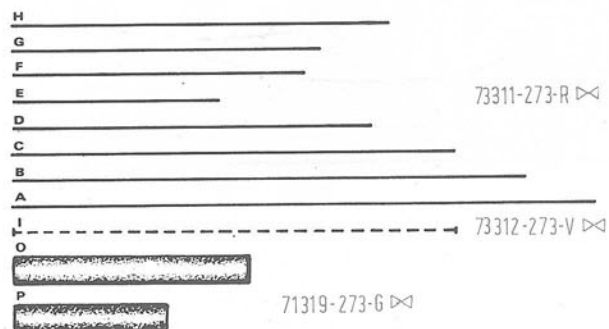
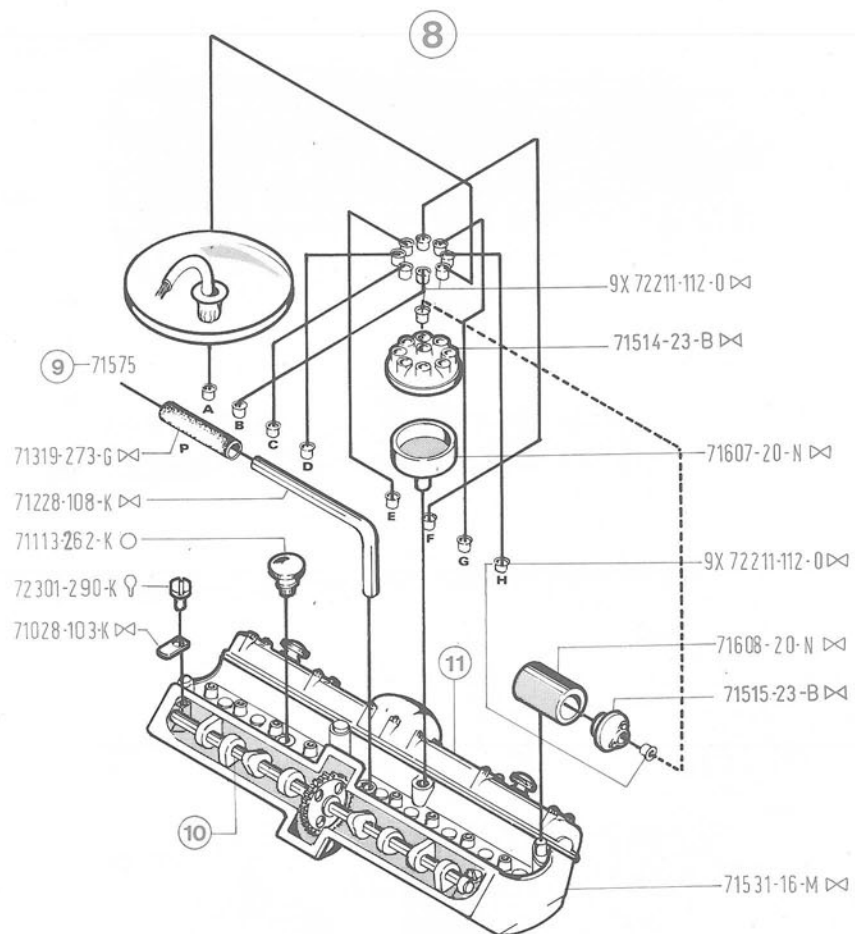


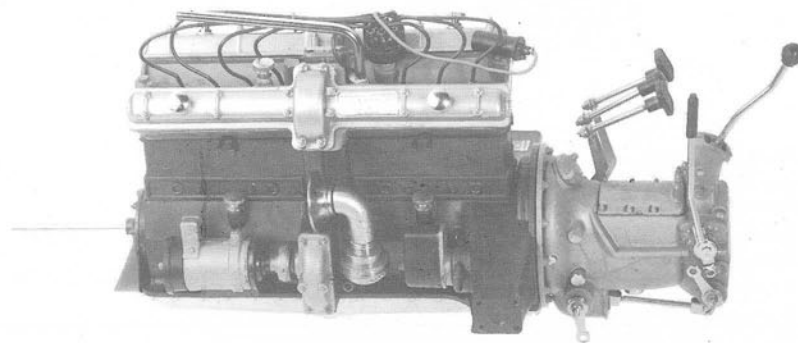
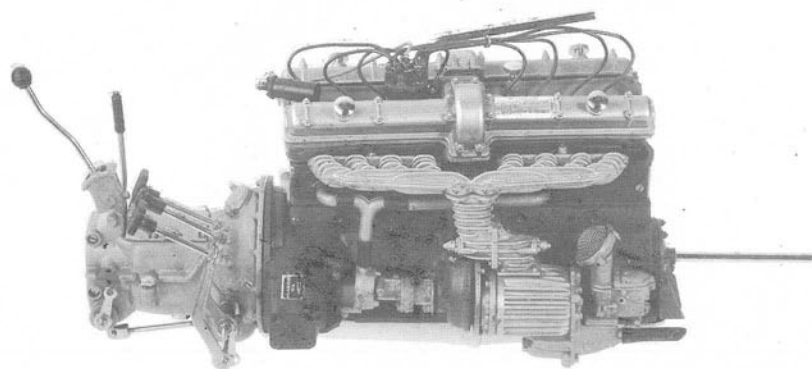
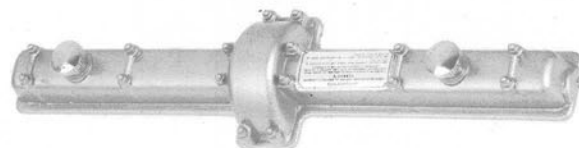
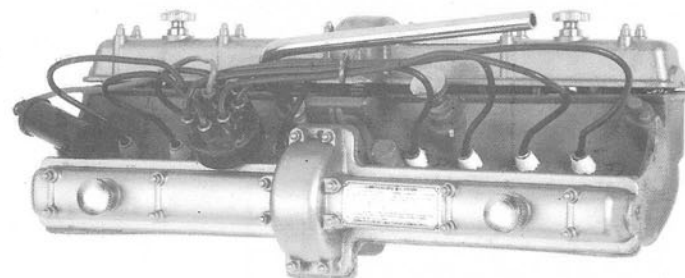
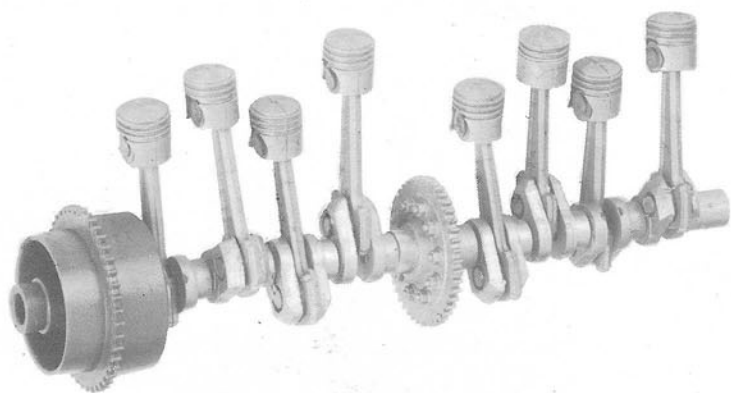
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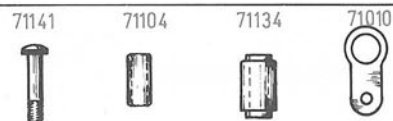




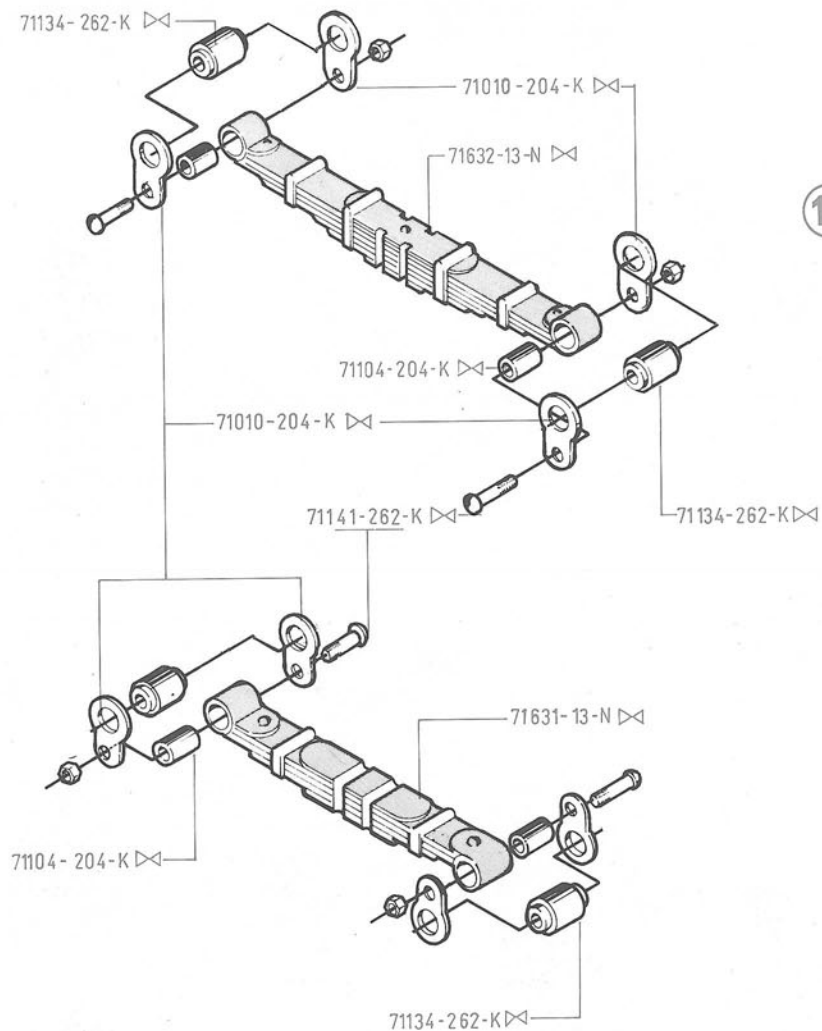
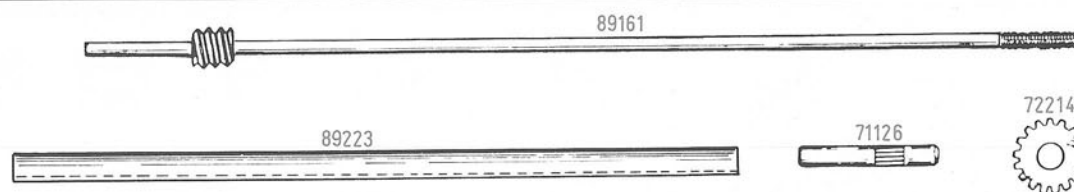




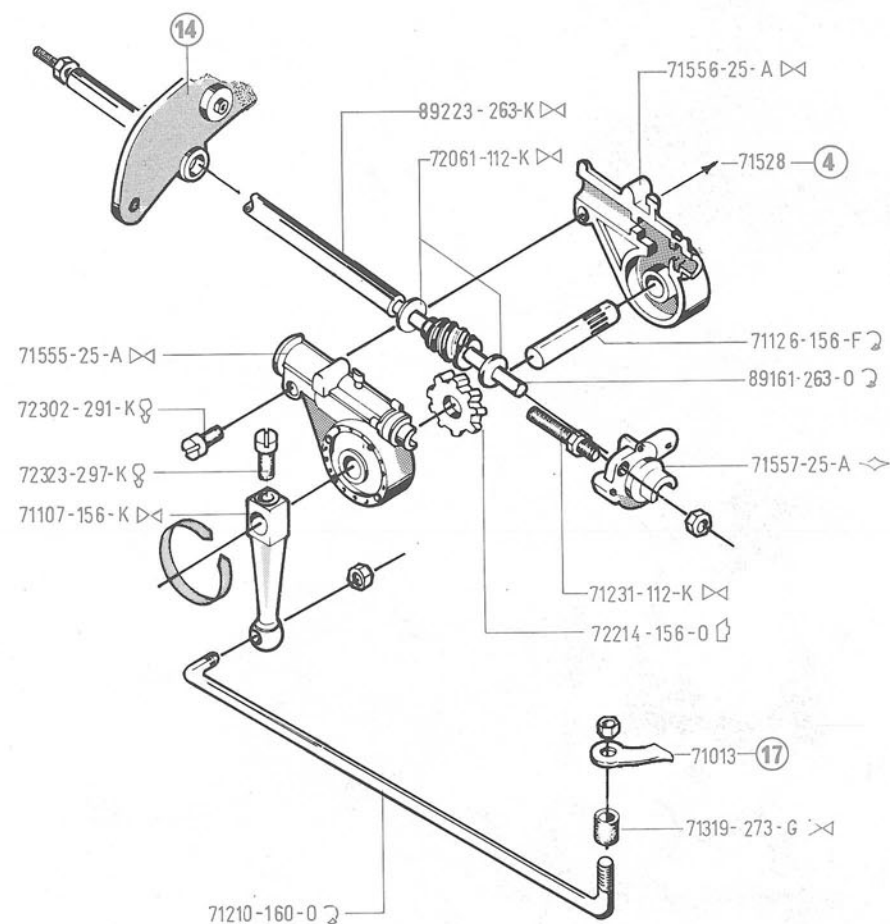




1:1



16



= 72321-295-K

1:1

71125



71129



71130



71131



71208



71023



71314



73006



74160



72124



13



73006-256-K

71 A 11

71 A 2

71597-20-N

71 A 14

71 A 10

71 A 11

9

5

71568

15

16

71575

71220-160-K

71565

71317-160-F

71502-11-N

71510-23-B

71023-103-K

71316-160-F

71596-20-N

72301-290-K

72302-291-K

71130-103-K

71131-103-K

71130-103-K

71131-103-K

71610-20-N

71129-103-K

71 A 2

73007-256-K

72301-290-K

71594-20-N

71503-11-N

89319-43

89549-29-N

89523-32-N

72302-291-K

71614-24-N

71125-103-K

71615-24-N

71113-262-K

14

71130-103-K

71597-20-N

72176-158-K

71517-23-B

71510-23-B

72301-290-K

73006-256-K

16

72124-256-F

71 A 9

71595-20-N

72302-291-K

71 A 5

74160-112-K

71314-112-O

71503

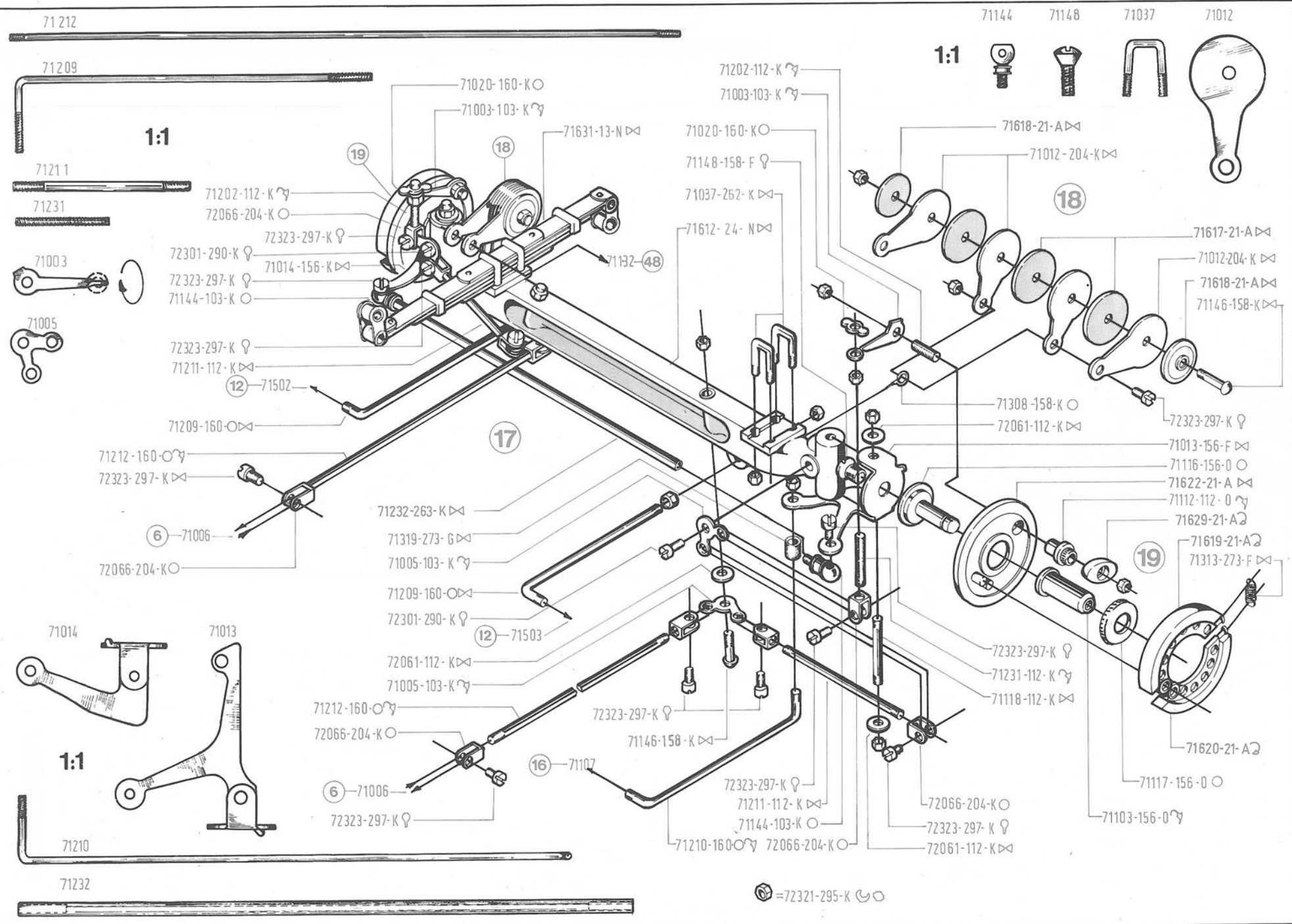
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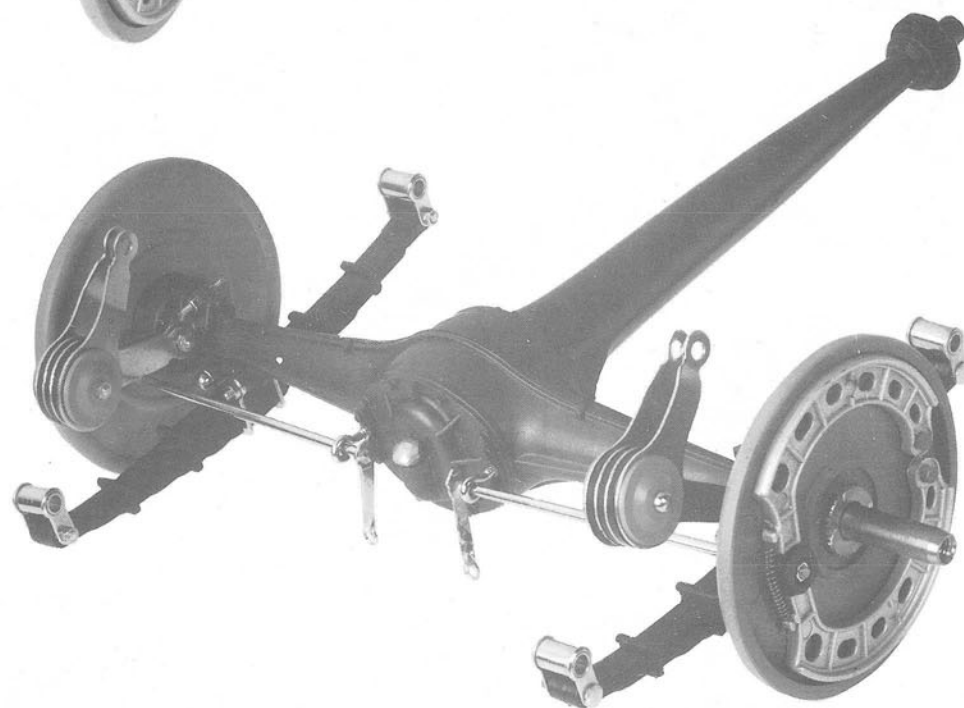
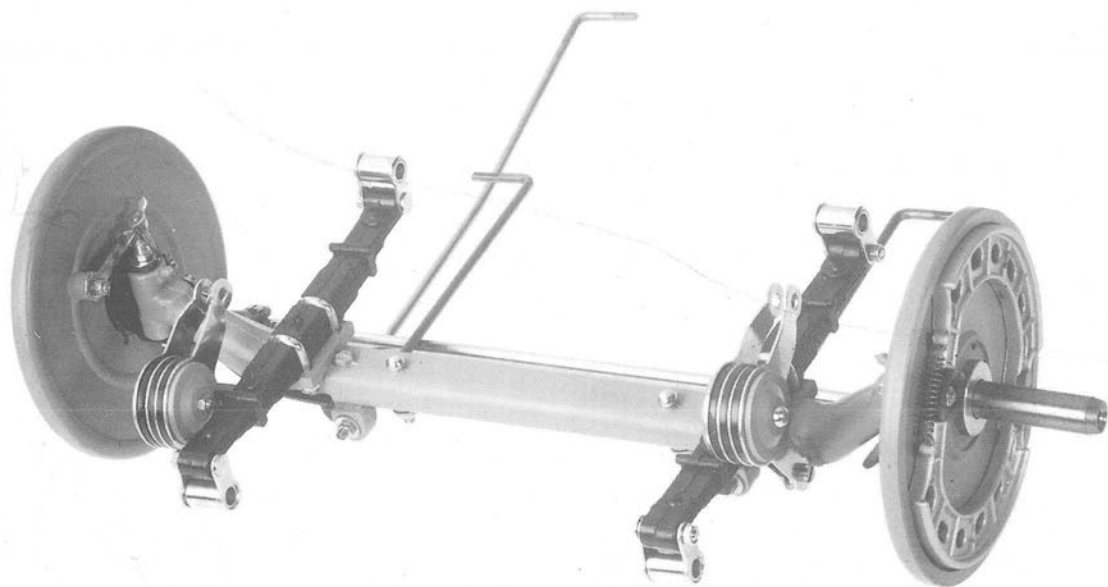
71595-20-N

72302-291-K

71 A 8

= 72321-295-K





1:1



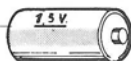
33

72061-112-K

72321-295-K

73534-19-N

73310-273-N



71151-273-K

73550-22-A

37

73533-36

73007-256-K

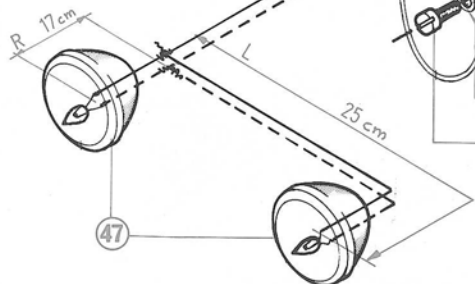
71129-103-K

71597-15

73006-256-K

72061-112-K

72301-290-K



71511-23-B

73310-273-N

72218-205-T

71004-205-K

89535-44-T

47

35

73202-263-A

73547-22-A

72301-290-K

73542-22-A

73553-22-A

4-71529

72301-290-K

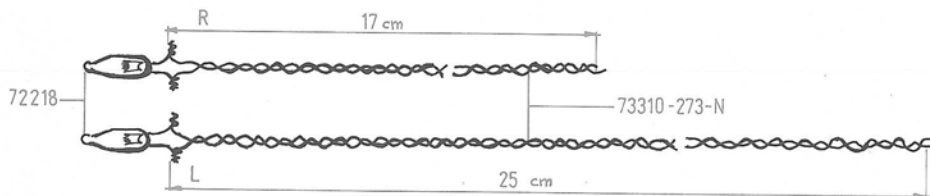
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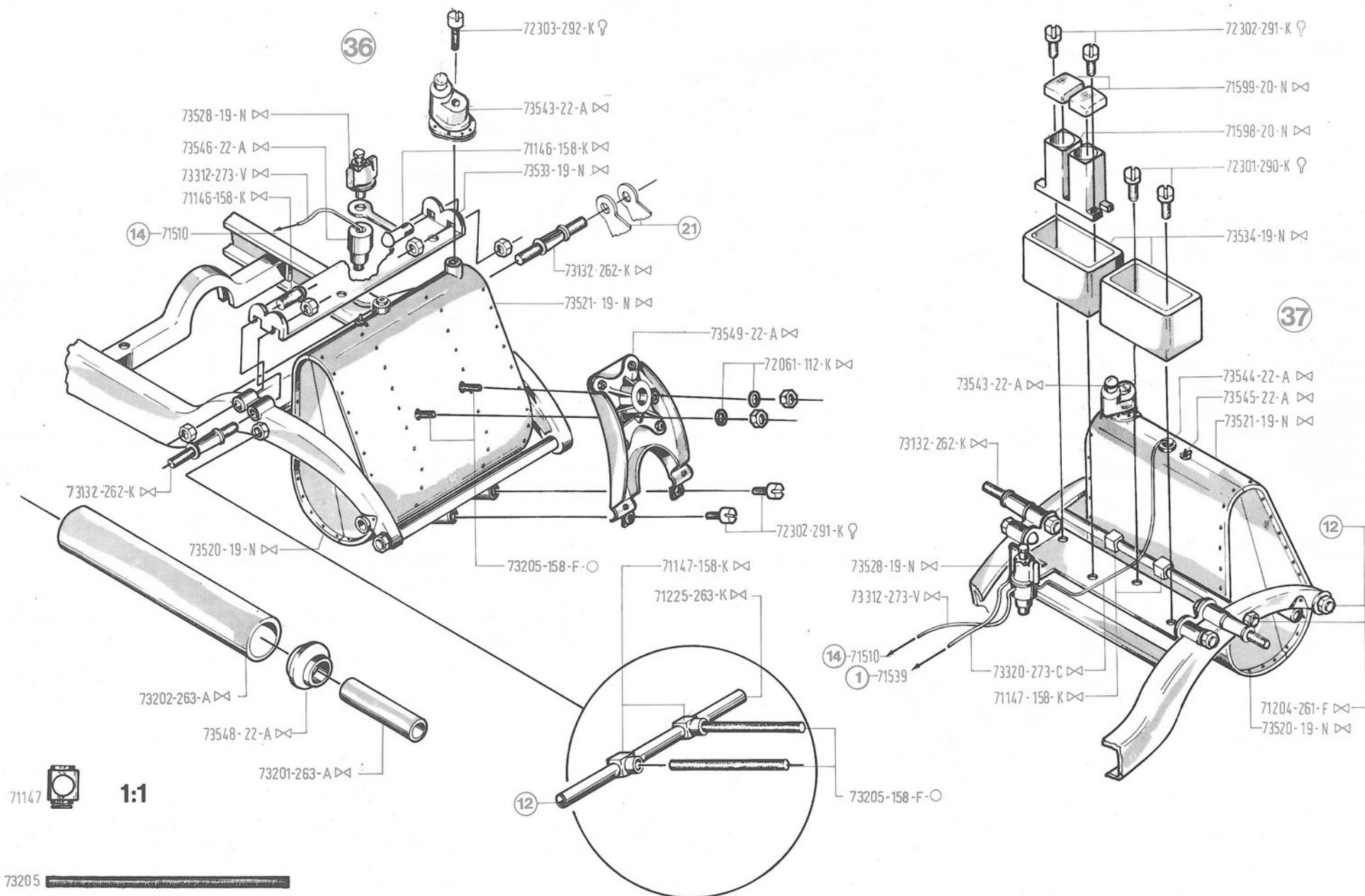
73540-22-A

71502-12

72302-291-K

72301-290-K





I

MONTAGGIO DELLO CHASSIS DIS. 12

Dopo aver montato i vari gruppi come da disegni N. 4-6-9-14-15-17-18-20-21 procedere al montaggio dello chassis il questo modo:

- 1) montaggio della traversa anteriore 71224 la quale deve passare attraverso a tutti i pezzi segnati nel disegno;
- 2) montaggio del radiatore completo come da disegno N. 9;
- 3) montaggio dello sterzo come da disegno N. 16;
- 4) montaggio del motore, cambio, organi dei freni come da disegni N. 1-2-3-4-5-6-7-8-18-21-23;
- 5) montaggio della traversa e della scatola porta batteria 73533-73534 disegno N. 36-37;
- 6) montaggio del serbatoio benzina disegno N. 36-37;
- 7) montaggio della traversa posteriore 71225;
- 8) montaggio della paratia paraframma disegni N. 13-14-15;

Completare lo chassis con il montaggio dei ceppi dei freni disegno N. 19-22 e dell'impianto elettrico disegno N. 34.

Controllare il funzionamento dei vari organi meccanici ed elettrici.

Montare le quattro ruote complete disegno N. 32 a mezzo delle viti 71143.

Chi desidera l'impianto dei fari funzionante dovrà eliminare la riproduzione della batteria 71598 e sostituirlo con il portapila 73550 collegandolo come da disegno 34. Usare una pila da 1,5 volt delle dimensioni identiche al disegno 33. Infilando la chiave sul cruscotto i fari si accenderanno.

F

MONTAGE DU CHASSIS DESSIN 12

Après avoir assemblé les différentes parties selon dessins n. 4-6-9-14-15-17-18-20-21 procéder au montage du chassis selon les explications suivantes:

- 1) montage de la traverse antérieure 71224 laquelle doit passer par tous les pièces indiquées sur le dessin;
- 2) montage du radiateur complet selon dessin n. 9;
- 3) montage de la direction selon dessin n. 16;
- 4) montage du moteur, de la transmission, des organes de freinage selon dessins n. 1-2-3-4-5-6-7-8-18-21-23;
- 5) montage de la traverse et du berceau de la batterie 73533-73534 dessins n. 36-37;
- 6) montage du réservoir d'essence selon dessins n. 36-37;
- 7) montage de la traverse postérieure 71225;
- 8) montage de la cloison pare-feu selon dessins n. 13-14-15;

Compléter le chassis par le montage des cales de roue selon dessins n. 19-22 et par le câblage électrique selon dessin n. 34.

Contrôler le fonctionnement des différents organes électriques et mécaniques.

Monter les quatre roues complètes selon dessin n. 32 à l'aide des vis 71143.

Pour l'installation éventuelle de phares fonctionnants, éliminer la batterie 71598 en la remplaçant par le porte-pile 73550 en le connectant selon le dessin n. 34. Utiliser une pile de 1,5 Volt ayant les dimensions indiquées sur le dessin n. 33. En enfilant la clé dans le tableau de bord les phares s'allumeront.

GB

ASSEMBLY OF CHASSIS DRAWING 12

After having completed subassemblies according to drawings 4-6-9-14-15-17-18-20 and 21, proceed as follows:

- 1) mount cross-member 71224, passing it through all components shown in the drawing;
- 2) install the radiator, assembled as per drawing 9;
- 3) install the steering mechanism, assembled as per drawing 16;
- 4) mount the motor, gearbox, and brake system which have been assembled according to the respective drawings 1-2-3-4-5-6-7-8-18-21 and 23;
- 5) mount cross-member and battery box (73533 and 73534), as shown in drawings 36 and 37;
- 6) install the fuel tank (drawings 36 and 37);
- 7) mount rear cross-member 71225;
- 8) install fire wall (drawings 13-14 and 15);

Complete the assembly by installing the brake shoes (drawings 19 and 22) and the electric system wiring (diagram 34).

Check the operation of the various electrical and mechanical parts.

Mount the four wheels, as shown in drawing 32, using knock-on hubs 71143.

If operating head lamps are preferred, substitute battery 71598 with battery holder 73550. Connect the latter as shown in diagram 34. Use a standard 1.5 V battery, as shown in full size in drawing 33. The headlights will light when the dashboard key is inserted.

D

ZUSAMMEBAU DES CHASSIS ABBILDUNG NR. 12

Nach den Montagearbeiten gemäss den Abbildungen Nr. 4-6-9-14-15-17-18-20-21 ist das Chassis wie folgt zusammenzubauen:

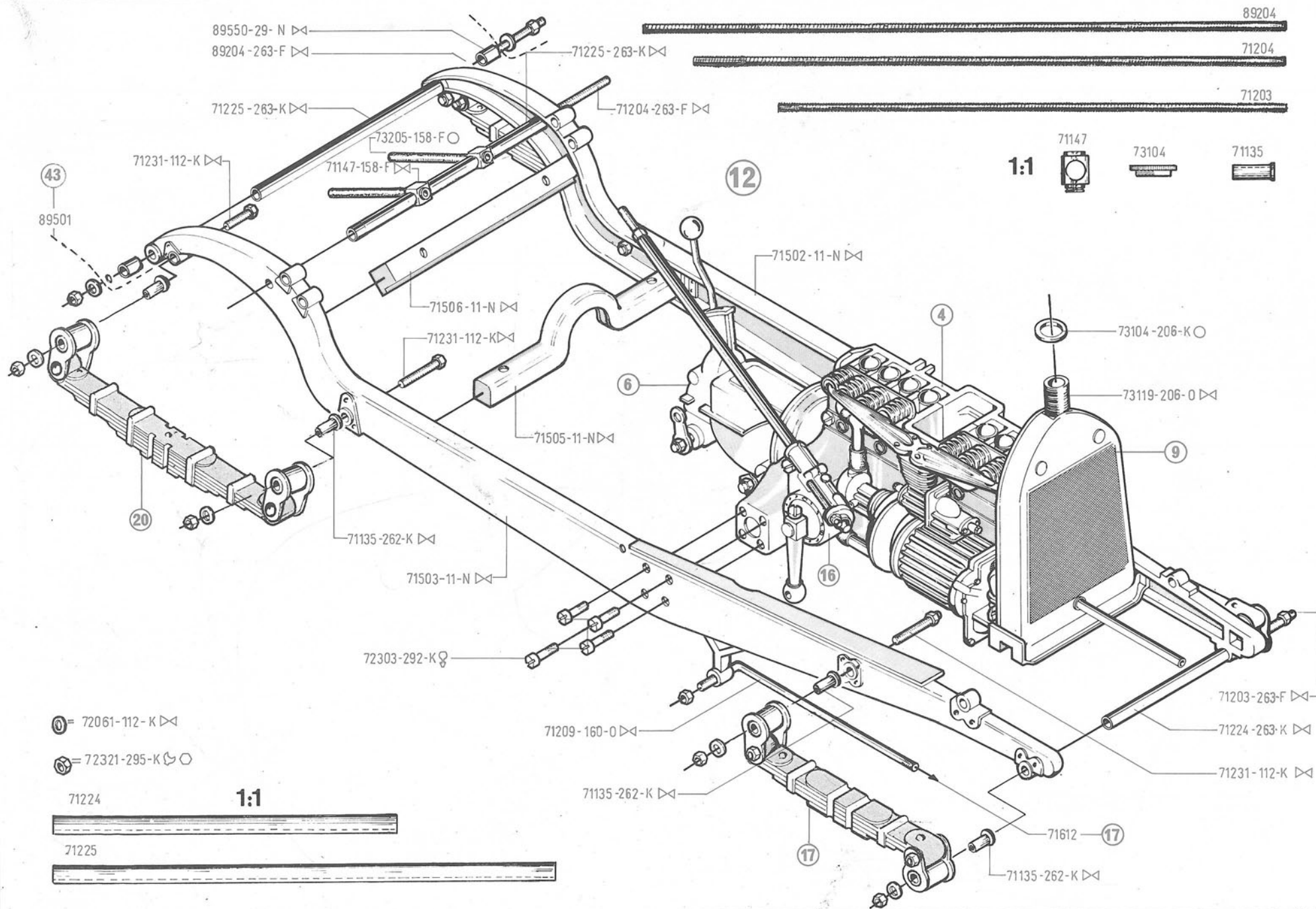
- 1) einbau der vorderen Traverse 71224, die durch alle in der Abbildung dargestellten Teile hindurchzuführen ist;
- 2) Einbau des Kühlers kpl. nach Abbildung Nr. 9;
- 3) Einbau der Lenkung nach Abbildung Nr. 16;
- 4) Einbau des Motors, des Getriebes und der Bremsanlage nach den Abbildungen Nr. 1-2-3-4-5-6-7-8-18-21-23;
- 5) Einbau der Traversen und des Batterikastens 73533-73534 nach Abbildung Nr. 36-37;
- 6) Einbau des Kraftstofftanks nach Abbildung Nr. 36-37;
- 7) Einbau der hinteren Traverse Nr. 71225;
- 8) Einbau des Flammenschutzes nach Abbildung Nr. 13-14-15;

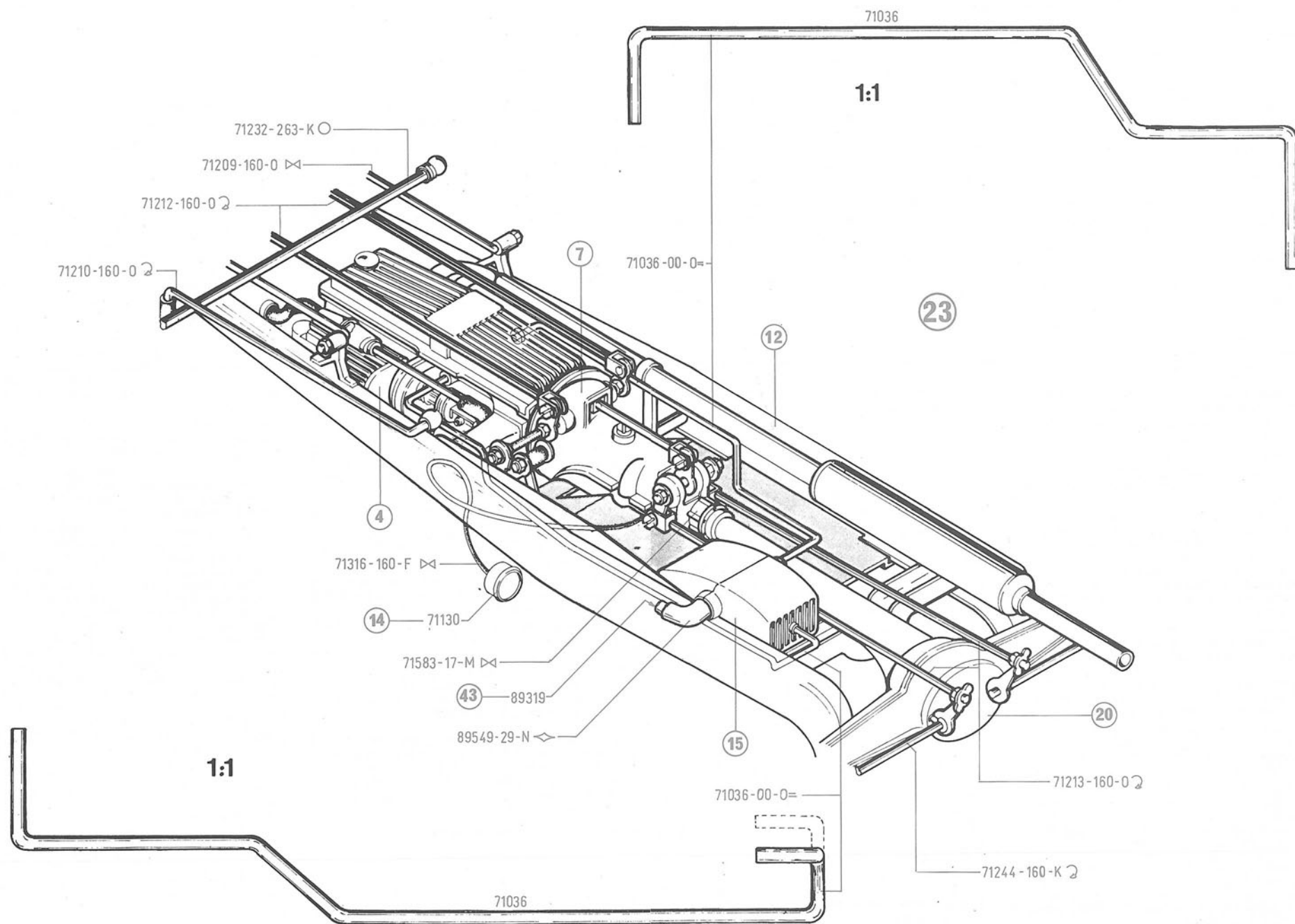
Anschliessend sind noch die Bremsbacken nach Abbildung Nr. 19-22, und die elektrische Anlage nach Abbildung Nr. 34 einzubauen, um so das Chassis zu vervollständigen.

Den Betrieb der einzelnen elektrischen und mechanischen Teile 71143 kontrollieren.

Die kompletten Räder nach Abb. Nr. 32 mittels der Schrauben montieren.

Wenn man eine funktionierende Scheinwerferanlage will, muss man die Reproduktion des Akkumulators 71598 durch den Elementträger 73550 ersetzen, der laut Zeichnung 34 angeschlossen wird. Ein Element zu 1,5 V mit den auf Zeichnung 33 angegebenen Abmessungen benutzen. Durch Einschieben des Schlüssels ins Instrumentenbrett gehen die Scheinwerfer an.





I

MONTAGGIO DELLE RUOTE DIS. 24-32

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

— dopo aver montato il mozzo al completo come da dis. 24 montare il primo anello di metallo (71015) con il primo di plastica (71625) e fissarli insieme con le 3 viti (72301), capovolgerlo ed infilare entrambi ed il mozzo (24) nella mascherina di montaggio (71628) (Dis. 25).

A questo punto incominciare a sistemare la prima serie dei raggi seguendo lo schema del dis. 26 e cioè come segue:

— infilare un'estremità del primo raggio (71024) in una delle tacche del mozzo (dis. A) e ruotare entrambi fino a poter appoggiare l'altra estremità del raggio nell'alloggiamento dell'anello in plastica contrassegnato con il numero 1. Tenere presente che a questa estremità del raggio stesso, vi dovrà essere il relativo tirante (72120) (dis. B) il quale dovrà entrare per metà nell'alloggiamento forzando leggermente (dis. C).

Seguendo lo stesso sistema sistemare un altro raggio che deve entrare nell'alloggiamento n. 2 e così via fino al n. 20.

Per facilitare questa operazione il dis. 26 è riprodotto in grandezza naturale e quindi appoggiando sopra le varie parti si può seguire con precisione la esatta posizione di tutti i raggi.

Dopo aver sistemato tutta questa prima serie di 20 raggi bisogna bloccarli come da dis. 27 e cioè fissandogli sopra il secondo anello di metallo (71016) ed il rispettivo anello in plastica (71626) e bloccando il tutto con le 3 viti (72301). Fare bene attenzione che il piccolo incavo semicircolare sull'orlo di questo secondo anello di plastica (come anche di quello successivo) sia esattamente alla stessa altezza di quello del primo anello.

Arrivati a questo punto si può sistemare la seconda serie di raggi (71025) come da dis. 28 seguendo lo stesso ordine e lo stesso sistema già eseguiti per i precedenti tenendo presente che la numerazione di questi raggi va dal n. 21 al n. 40. Bloccare quindi questa seconda serie di raggi, come specificato nel dis. 29 tenendo cura di avvitare la valvola (72101) nel relativo foro dell'anello (71035).

Sistemare quindi la terza serie di raggi (71026) come da dis. 30 seguendo lo stesso ordine e lo stesso sistema già eseguiti per i precedenti tenendo presente che la numerazione di questi raggi va dal n. 41 al n. 60 e bloccarli con l'ultimo anello (71015) avvitando le tre viti (72301) (dis. 31).

Sfilare quindi la ruota finita dalla mascherina e montare il relativo pneumatico dis. 32 avendo cura di non fare delle pressioni nel mozzo per non correre il rischio di sfiorare i raggi e quindi deformare la ruota stessa.

Per rendere più semplice l'operazione consigliamo di riscaldare leggermente il pneumatico esponendolo per alcuni minuti al sole o avvicinandolo ad una sorgente di calore indiretto al solo scopo di renderlo più morbido e facilitandone quindi il montaggio.

F

MONTAGE DES ROUES DESSIN N. 24-32

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

— Après avoir assemblé le moyeu selon dessin 24 joindre la première jante métallique (71015) au premier cercle de plastique (71625) à l'aide de trois vis (72301). Placer ces deux dernières pièces maintenant unies ainsi que le moyeu 24 dans le gabarit de montage (71628) (Dessin 25).

La première série des rayons peut maintenant être disposée selon schéma du dessin 26 à savoir:

— Insérer une extrémité du premier rayon (71024) dans l'une des cavités du moyeu (dessin A) et visser de telle façon que l'autre extrémité puisse être facilement sortie dans le logement correspondant (No. 1) du cercle en plastique. Tenir également compte de la tringle (72120) (dessin B), que l'on forcera légèrement dans le logement du cercle jusqu'à concurrence de la moitié de sa longueur (dessin C).

Poursuivre le même processus avec le rayon suivant qui prendra place dans la cavité N. 2 et ainsi de suite jusqu'au No. 20.

Afin de faciliter ce travail, le dessin No. 26 est reproduit à l'échelle 1/1, et de ce fait, l'application des différents éléments sur celui-ci permet de repérer avec exactitude l'emplacement de tous les rayons.

Après avoir disposé cette première série de 20 rayons assurer leur fixation définitive selon dessin 27 en apposant la seconde jante métallique (71016) ainsi que le cercle en plastique correspondant (71626) tout en bloquant le tout avec les 3 vis (72301). Observer la petite entaille semi-circulaire sur les trois cercles en plastique. Faire de telle sorte que les trois entailles soient au même niveau.

L'on peut maintenant disposer la seconde série de rayons (71025) selon dessin 28 en suivant le même ordre et le même processus que précédemment tenant compte toutefois que les rayons sont numérotés de 21 à 40. Bloquer la seconde série de rayons selon indications du dessin 29 tout en ayant soin de visser la valve (72101) dans le logement prévu à cet effet (71035). Procéder à la pose de la troisième série de rayons 71026 selon dessin 30 suivant toujours le même ordre et le même processus mais en employant cette fois-ci les rayons numérotés de 41 à 60. Bloquer ceux-ci à l'aide de la dernière jante métallique (71015) par l'intermédiaire de 3 vis (72301) (dessin 31).

Enlever le gabarit de montage et procéder à la fixation du pneu (dessin 32) tout en ayant soin de ne pas opérer de pression sur le moyeu afin d'éviter une déformation des rayons.

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

ASSEMBLY OF WHEELS DRAWINGS 24-32

Assemble the wheels according to the instructions below. It will take some patience and care, but should present no great difficulty:

— Having assembled the hub, as shown in drawing 24, mount the metal ring (71015) onto the first plastic ring (71625), using screws 72301.

Turn this assembly over with the screwheads facing down and place it on assembly jig 71628, together with the hub, as shown in drawing 25.

Then place the first set of spokes according to diagram 26:

— Fit the end of the first spoke (71024) into one of the slots of the hub as shown in «A». Thread it in, so that the other end of the spoke will just fit into the slot, marked 1, on the plastic ring. Take into account the length of the nipple (72120) that is to be mounted at the end of the spoke, as shown in «B». Then snap the nipple into the slot, as shown in «C».

Proceed with the next spoke, placing it into slot 2, and continue up to slot 20.

Diagram 26 is to full scale. By placing the assembly on it, the exact placement of the individual spokes can be established.

Then lock the first 20 spokes by mounting the second metal (71016) and plastic (71626) ring to the first assembly, as shown in drawing 27. Use three screws (72301) to fasten. Note that the notches on the periphery of the plastic rings must be aligned.

Now install the second set of spokes (71025), following diagram 28, using the same procedure as above. Note that these slots are numbered 21 to 40.

This second set of spokes is fastened as shown in drawing 29, and the tire valve (72101) is then threaded into ring 71035.

Now proceed with the third set of spokes (71026) using diagram 30. The slots are numbered 41 to 60. These spokes are locked in by the metal ring (71015), using three screws (72301), as shown in drawing 31.

Finally, remove the wheel from the jig and fit the tire, as shown in drawing 32. Take care not to bend the spokes by applying excessive pressure to the hub. 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 ZEICHNUNG - NR. 24-32

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

— Nach Zusammenbau der Radscheibe gemäss Zeichnung 24 fügt man den ersten Metallring (71015) und den ersten Plastikring (71625) zusammen und befestigt beide mit den drei Schrauben (72301). Beide Teile und die Radscheibe setzt man dann auf die Montagevorrichtung (71628) (Zeichnung 25).

Jetzt bereitet man den ersten Satz Speichen gemäss Schema auf Zeichnung 26 vor, und fährt wie folgt vor:

— Das eine Ende der Speiche (71024) fügt man in eine der Kerben der Radscheibe (Zeichnung A) ein und dreht beide, bis man das andere Ende der Speiche in die dafür vorgesehene Halterung im Plastikring (bezeichnet mit Nr. 1) einfügen kann. Bitte beachten Sie, dass dieses Ende der Speiche mit dem entsprechenden Nippel (72120) (Zeichnung B) versehen sein muss. Dieser Nippel wird durch leichten Druck in die dafür vorgesehene Halterung (Zeichnung C) eingefügt.

Nach dem gleichen Verfahren bringt man eine weitere Speiche an, weiche in die vorgesehene Halterung Nr. 2 eingefügt werden muss und so fährt man fort bis Nr. 20.

Um diesen Vorgang zu erleichtern, ist Zeichnung 26 in natürlicher Grösse wiedergegeben und man kann durch leichten Druck auf die verschiedenen Teile die genaue Position aller Speichen erreichen.

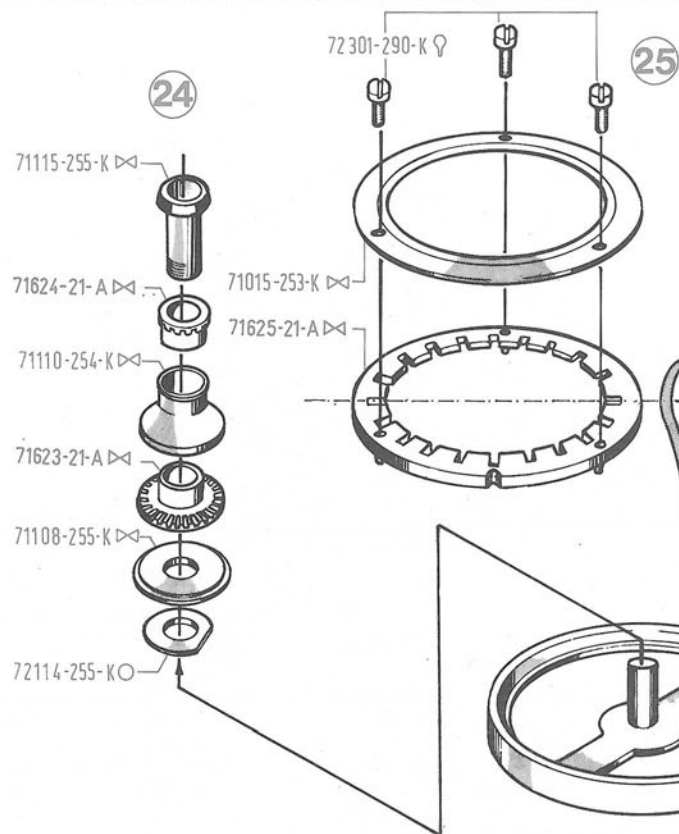
Nachdem man diese erste Serie von 20 Speichen montiert hat, werden sie gemäss Zeichnung 27 arretiert, das heisst man befestigt sie auf dem zweiten Metallring (71016) und dem entsprechenden Plastikring (71626) und befestigt alles mit drei Schrauben (72301). Es ist besonders darauf zu achten, dass die kleine, halbkreisförmige Einbuchtung auf dem Rad dieses zweiten Plastikringes (wie auch auf dem folgenden), auf der gleichen Höhe des ersten Ringes liegt.

Wenn Sie an diesem Punkt angekommen sind, können Sie die zweite Serie Speichen (71025) vorbereiten und in Anlehnung an Zeichnung 28 nach dem oben beschriebenen Schema montieren; es handelt sich bei diesem Arbeitsgang um die Speichen Nr. 21 - Nr. 40. Die zweite Serie Speichen wird wie auf Zeichnung 29 angegeben arretiert und das Ventil (72101) in die dafür vorgesehene Öffnung des Ringes (71035) eingeschraubt.

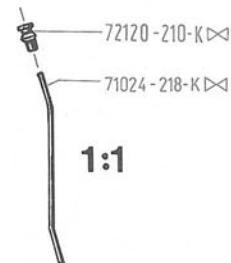
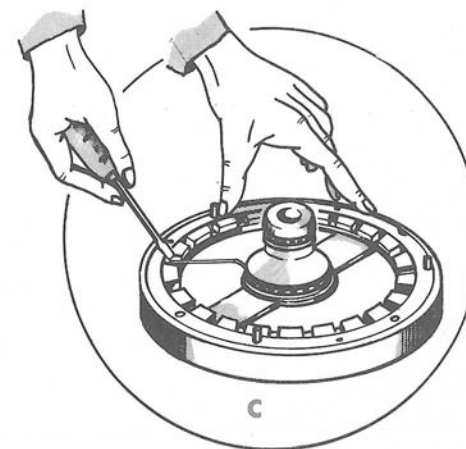
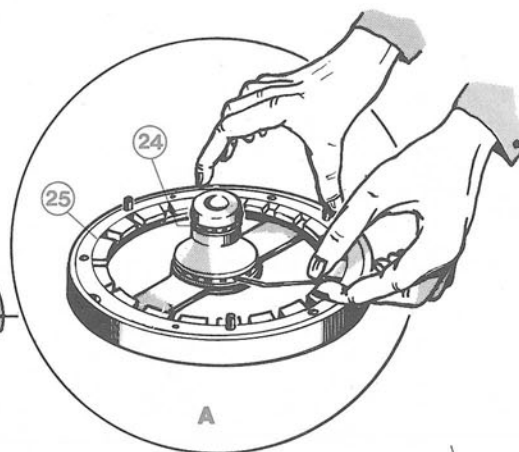
Jetzt wird die dritte Serie Speichen (71026) Nr. 41 bis Nr. 60, vorbereitet und gemäss Zeichnung 30 in der gleichen Reihenfolge, wie bereits oben beschrieben, angebracht. Alles wird mit dem letzten Ring (71015) arretiert und mit drei Schrauben (72301) befestigt. (Zeichnung 31).

Jetzt wird das Rad von der Montagevorrichtung abgenommen und der Reifen (Zeichnung 32) aufgezogen. Bitte üben Sie hierbei keinerlei Druck auf die Radscheibe aus, damit die Speichen nicht verbiegen und sich das Rad deformiert.

Durch leichtes Erwärmen des Reifens wird der Montagevorgang erleichtert.

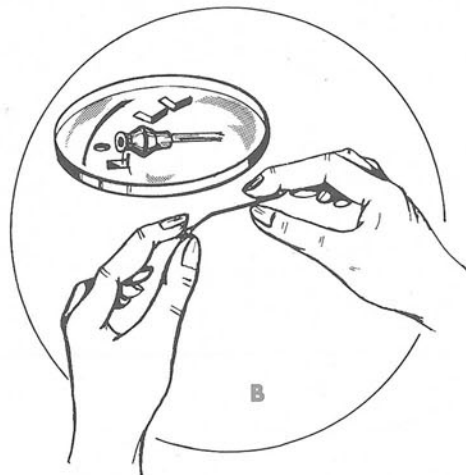
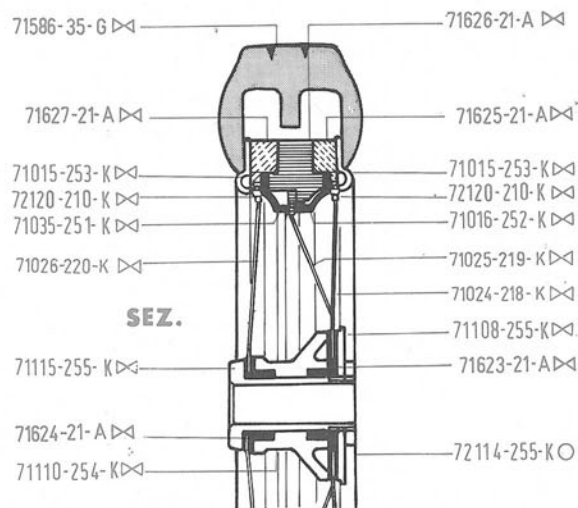
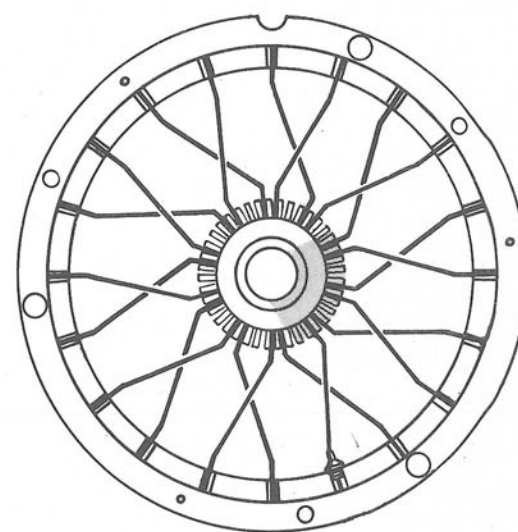


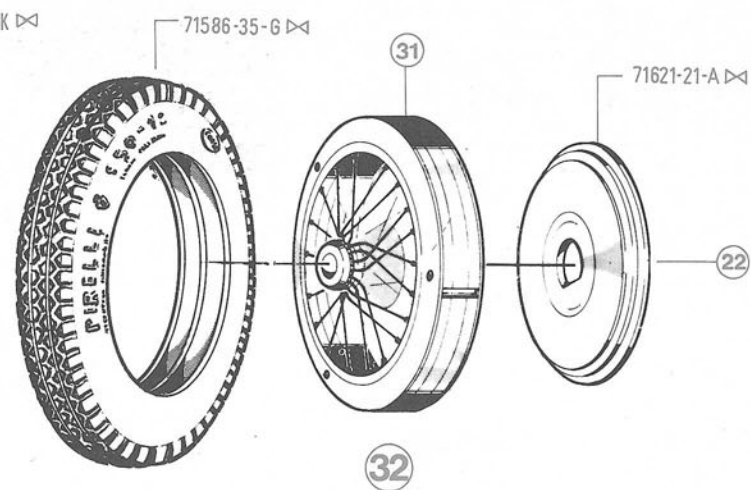
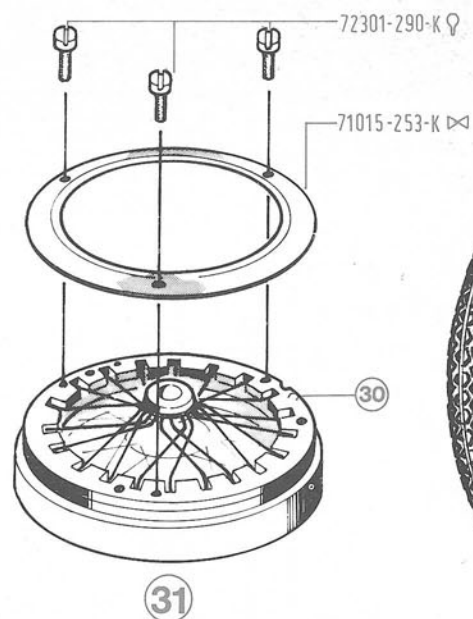
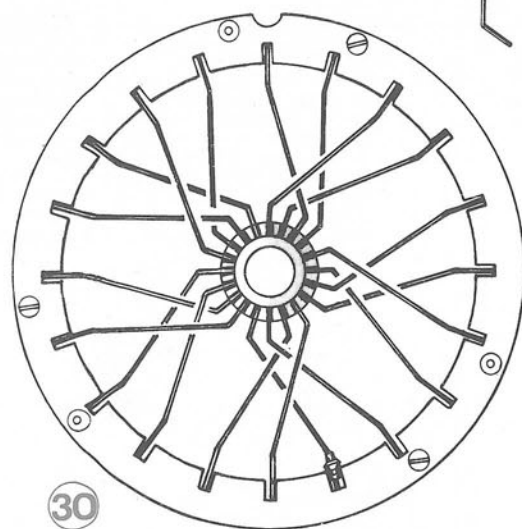
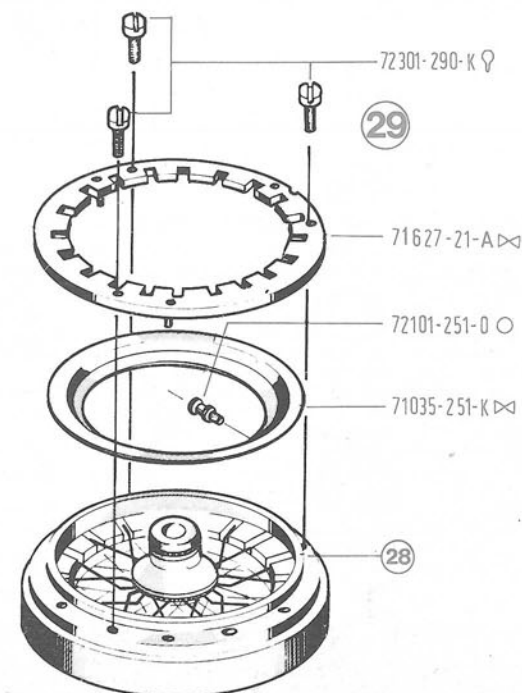
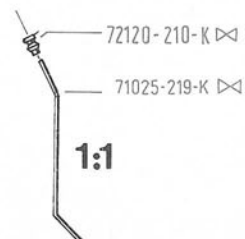
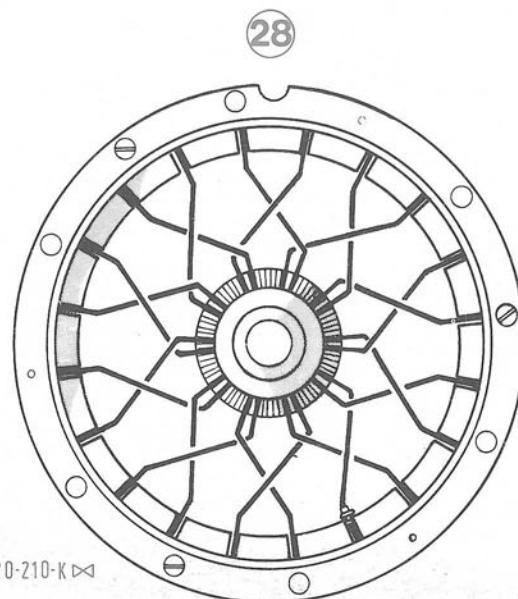
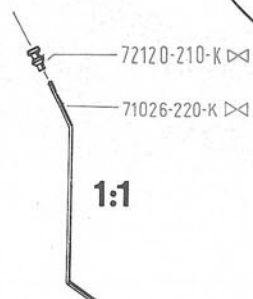
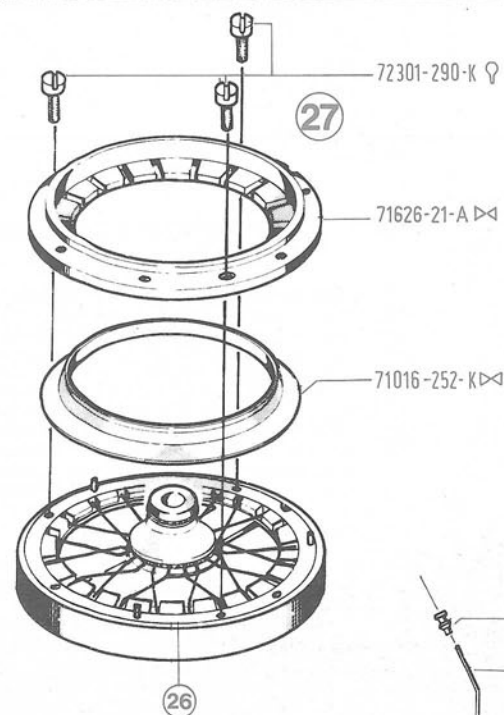
25



1:1

26





I

VERNICIATURA DELLA CAPOTE DIS. 38

Trattandosi di una vettura in due colori è necessario, almeno in parte, verniciare la carrozzeria.

Per rendervi più semplice questa operazione, abbiamo pensato di fornire tutti i pezzi della carrozzeria già nel colore originale di fondo, si tratta quindi di procurarvi solamente un po' di vernice di colore nero opaco. Facciamo notare che tutti i pezzi della carrozzeria, sono di materiale plastico particolarmente duro (ABS); non esistono quindi particolari problemi sulla scelta del tipo di vernice. Particolarmente adatte sono le vernici a base di resina sintetica, fornite in confezione spray, reperibili presso tutti i migliori negozi di hobby-modellismo. Chi fosse in possesso di un compressore, di una pistola a spruzzo e naturalmente di una buona abilità, si troverebbe nella possibilità di una riuscita perfetta; in questo caso si consiglia dello smalto rapido per carrozzeria.

Per la verniciatura della capote procedere nel seguente modo:

- 1) Ricoprire come da dis. 38 la parte che dovrà rimanere in colore bianco nella scocca. Per facilitare questa operazione, abbiamo incluso nel Kit delle maschere adesive già preventivamente tagliate che riproducono fedelmente le linee curve che devono essere verniciate; per il resto da ricoprire basterà far uso di comune carta velina o pezzi di giornale come si usa per le normali carrozzerie di automobile. Per ottenere una bella verniciatura a due tinte assicurarsi con cura che i bordi delle singole maschere adesive siano ben aderenti alle superfici in plastica onde evitare che la vernice possa filtrare e creare quindi delle sbavature ed irregolarità.
- 2) Prima di applicare la vernice sui pezzi, si raccomanda di provare su dei campioni la vernice stessa, tenendo presente che è molto importante la distanza fra la fonte di spruzzo e il pezzo da verniciare.
- 3) Dopo una prima applicazione di vernice, che si consiglia sottile ed uniforme, si può ripetere l'operazione alla distanza di tempo che troverete segnata nelle istruzioni riportate sul contenitore della vernice.
- 4) Lasciar passare il tempo necessario per una completa essiccazione della vernice.
- 5) Togliere gli adesivi e carta di protezione; se avete lavorato bene vi troverete fra le mani dei pezzi che valorizzeranno un modello di notevole pregio.

F

PEINTURE DU TOIT: dessin 38.

Comme il s'agit d'un modèle en deux couleurs, il est obligatoire, ou moins en partie, de peindre la carrosserie. Afin de vous faciliter cette opération, nous avons pensé à vous fournir les éléments de carrosserie dans la couleur de base.

Vous n'avez qu'à vous fournir en peinture noire opaque. Notez bien que tous les éléments de carrosserie sont en plastique particulièrement dur (ABS) et qu'il n'y a aucun problème au sujet du type de peinture à utiliser. Les peintures à base de résine conviennent particulièrement. Vous les trouverez en bombe dans tous les magasins de modèles réduits.

Si vous avez un compresseur et un pistolet, vous obtiendrez naturellement un bon résultat: dans ce cas, nous vous suggérons de peindre entièrement la carrosserie.

Pour peindre le toit, procédez comme suit:

- 1) Préservez comme indiqué sur le dessin 38 l'élément de couleur blanc. Pour faciliter cette opération, nous joignons dans le kit d'assemblage quelques éléments d'adhésif prédécoupés reproduisant exactement les lignes courbes qui sont à peindre. Pour les autres éléments, il suffit d'utiliser du papier ordinaire, comme on fait pour une véritable carrosserie automobile. Pour obtenir un bon résultat deux couleurs, assurez-vous que les bords de l'adhésif collent bien aux surfaces plastiques, de façon à éviter que la peinture puisse s'infiltrer et provoquer des bavures et des irrégularités.
- 2) Avant d'appliquer la peinture sur les différentes pièces, nous recommandons de procéder à des essais sur échantillons et de ne pas oublier que la distance entre le bec de la bombe et la pièce à peindre est très importante.
- 3) Après une première application de peinture fine et uniforme, vous pouvez renouveler l'opération avec précaution en suivant les instructions figurant sur le pot de peinture.
- 4) Attendez un temps suffisant pour obtenir un parfait séchage de la peinture.
- 5) Enlevez les adhésifs et papier de protection. Si vous avez bien travaillé, vous aurez entre les mains des éléments qui valoriseront un modèle de grande allure.

GB

HOW TO PAINT THE ROOF DWG 38

As this is a two-colour car, at least part of the bodywork will have to be painted.

To make things easier for you, we have supplied all the body parts in the original bottom colour so all you have to do is buy some dull black paint. All the body parts, are made of particularly hard plastic (ABS) which means there is no problem as to which type of paint to choose. Synthetic-resin-based paints are particularly suitable and can be bought in spray at any hobby-modelmaking shop. If you have a compressor, spray-gun and a certain amount of flair, you are guaranteed perfect results. In this case, we suggest using quick-dry enamel for bodywork.

To paint the roof, proceed as follows:

- 1) Shield all the body parts to be left white, as shown in dwg 38. To make this easier for you, we have included ready-cut adhesive stencils in the kit which faithfully reproduce the curves to be painted. The rest of the body can be shielded using ordinary tissue paper or bits of newspaper as on real car bodies. For good, two-colour painting results, make sure the edges of the stencils are stuck down firmly on the plastic to prevent the paint from running and leaving an uneven edge.
- 2) Before painting the parts, it is advisable to try out the paint on a few samples first keeping in mind the importance of spraying distance.
- 3) After applying the first coat, which should be thin and even, a second coat can be applied after the time indicated in the instruction on the paint can.
- 4) Allow the paint to dry thoroughly.
- 5) Remove the stencils and paper. If you have done the job properly, what you are holding in your hand are parts to enhance an outstanding prestige model.

D

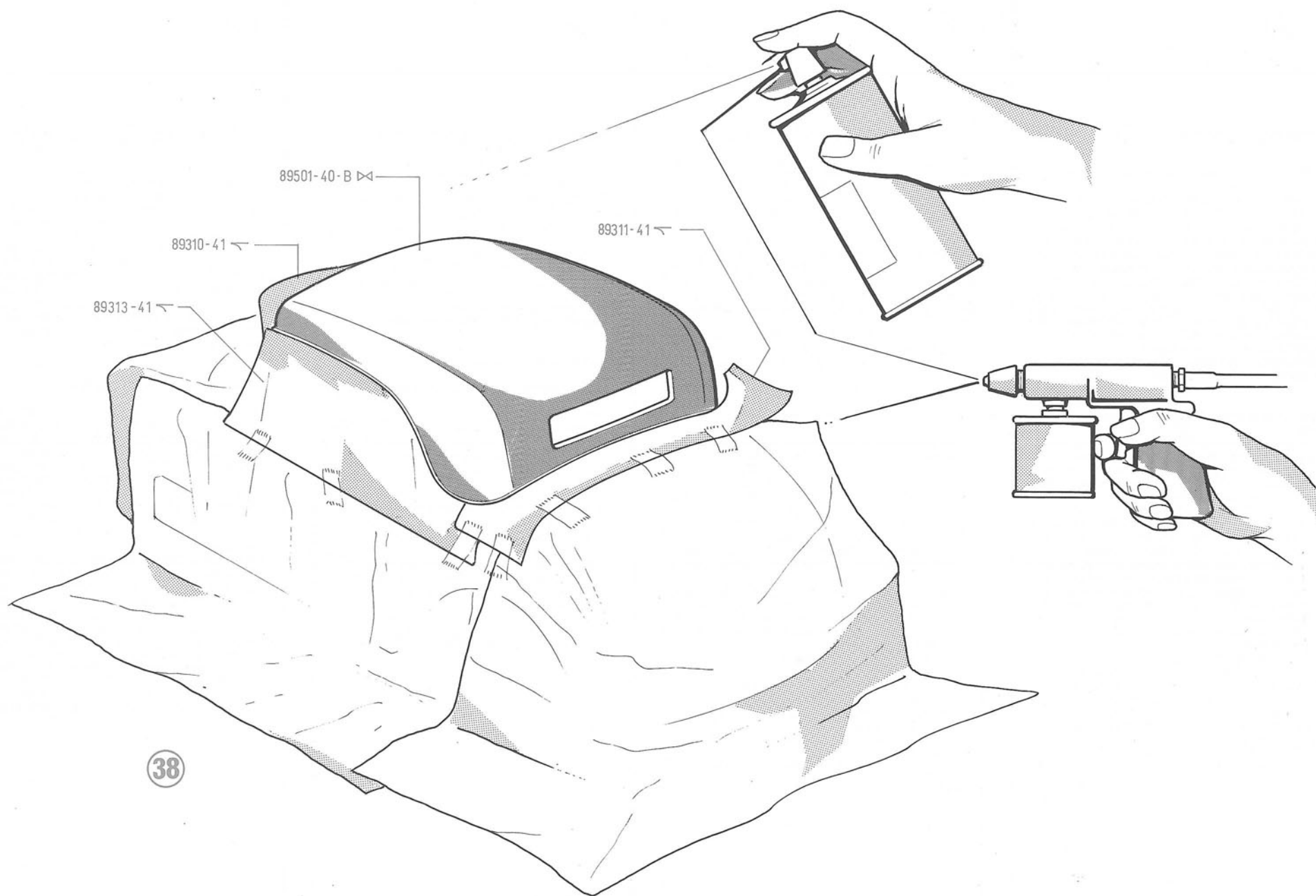
LACKIERUNG DES WAGENDACHS Zchnng. Nr. 38

Da es sich um einen zweifarbigen Wagen handelt, ist die Karosserie wenigstens zum Teil zu lackieren.

Um diesen Vorgang zu vereinfachen, werden die Teile der Karosserie bereits in ihrer Original-Grundfarbe geliefert. Daher genügt zuzüglich ein wenig glanzloser schwarzer Lack. Alle Teile der Karosserie bestehen aus besonders hartem Kunststoff (ABS); daher sind keine Speziallacke erforderlich. Besonders brauchbar sind Kunstharzlacke in Sprayflaschen, wie sie in jedem guten Geschäft für Hobby-Modellbau erhältlich sind. Wer einen Kompressor, eine Spritzpistole und hinreichende Erfahrung besitzt, ist in Vorteil; in diesem Fall ist die Verwendung eines Schnellackes für Karosserien ratsam.

Beim Lackieren ist wie folgt vorzugehen:

- 1) Gemäss Zchnng. 38 die Bereiche, die weiss bleiben sollen, abdecken. Zu diesem Zweck sind im Bausatz eigene Klebmasken enthalten, die bereits ausgeschnitten sind und die zu lackierenden Linien getreu wiedergeben. Zum Abdecken der nicht zu lackierenden Bereiche genügt gewöhnliches Seiden- oder Zeitungspapier. Damit die Lackierung einwandfrei ausfällt, ist darauf zu achten, dass die Klebmasken mit dem Rand an den Kunststoffflächen satt anhaften und so das Eindringen von Lack verhindern.
- 2) Vor dem Lackieren der Teile soll der Lack an Fremtteilen probiert werden; wichtig ist es, den geeigneten Abstand zwischen der Düse und der zu lackierenden Fläche zu finden und dann einzuhalten.
- 3) Nach einer ersten Lackierung mit einer möglichst dünnen Lackschicht kann eine Deckschicht angebracht werden, und zwar unter Beachtung des an der Lackdose angegebenen Zeitintervalls.
- 4) Die lackierten Teile hinreichend lang trocknen lassen.
- 5) Die Klebmasken und Deckpapiere entfernen: wenn Sie gute Arbeit geleistet haben, werden Sie so Teile erhalten, die zum Gesamtergebnis in hohem Masse beitragen.



I

ISTRUZIONI PER RIVESTIRE GLI INTERNI IN FINTA PELLE — DIS. 41

IMPORTANTE

Per rivestire di cuoio i sedili e le parti interne consigliamo molta prudenza e Vi invitiamo a procedere come segue:

- 1) Non usare assolutamente collanti per plastica ma solo colle a base di resine fenoliche (es. Bostik) (collante usato per la riparazione delle gomme di biciclette).
- 2) Adagiare ogni pezzo di cuoio al suo posto prima di mettere la colla in modo da sapere bene come procedere quando i pezzi saranno incollati.
- 3) Spalmare uno strato leggero ma uniforme di colla sia sul cuoio 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 sia della plastica, sia del cuoio.
- 4) Lasciare evaporare le due superfici incollate per qualche minuto fino a quando saranno asciutte.
- 5) Adagiare il cuoio al punto giusto 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 sarebbe molto difficile e si correrebbe il rischio di rovinare sia la carrozzeria che il rivestimento di cuoio.
- 6) Per ottenere un risultato ancora migliore potrete spalmare sul cuoio una cera (va bene anche quella da scarpe chiara) per rendere la superficie lucida.

F

INSTRUCTIONS POUR RECOUVRIR LES PARTIES INTERNES AVEC LE SIMILI CUIR. DESSINS 41

IMPORTANT

Pour recouvrir les sièges et les parties internes avec le simili cuir, il faut procéder avec prudence et de la façon la suivante:

- 1) Il ne faut absolument pas utiliser d'adhésifs pour la matière plastique mais uniquement des colles phénoliques comme par exemple le Bostick (colle qu'on utilise pour réparer les pneus des bicyclettes).
- 2) Étendre chaque morceau de simili cuir à sa propre place avant de passer la colle afin de bien savoir comment s'y prendre lorsque les pièces auront la colle.
- 3) Étendre une couche de colle légère mais uniforme sur le simili cuir tout 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 aussi bien la surface de la matière plastique que celle du simili cuir.
- 4) Laisser sécher les deux surfaces collées pendant quelques minutes jusqu'à ce qu'elles seront sèches.
- 5) Étendre le simili cuir à sa bonne 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 la faire dès la première fois car un deuxième tentative serait très difficile et risquerait d'abîmer la carrosserie et le revêtement en simili cuir.
- 6) Pour obtenir un résultat encore meilleur il suffit d'étendre une couche de cire sur le simili cuir (peut être utilisé également le cirage des chaussures, de couleur claire), afin de rendre la surface luisante.

GB

INSTRUCTIONS FOR UPHOLSTERING INTERNALPART WITH ARTIFICIAL LEATHER — DIS. 41

IMPORTANT

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

- 1) Whatever you do, do not use glues for plastic, only those with a phenolic base such as Bostik (glue used for repairing the tyres of the bicycles).
- 2) Experiment by placing each piece of artificial leather in its place before applying the glue so that you exactly know what to do when the glue is applied.
- 3) Spread a thin but uniform layer of glue on the artificial leather 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.
- 4) Allow the two surfaces to dry for a few minutes.
- 5) Place the artificial leather 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.
- 6) For even better results, you can apply a film of polish (you can even use neutral shoe polish) to shine the surface.

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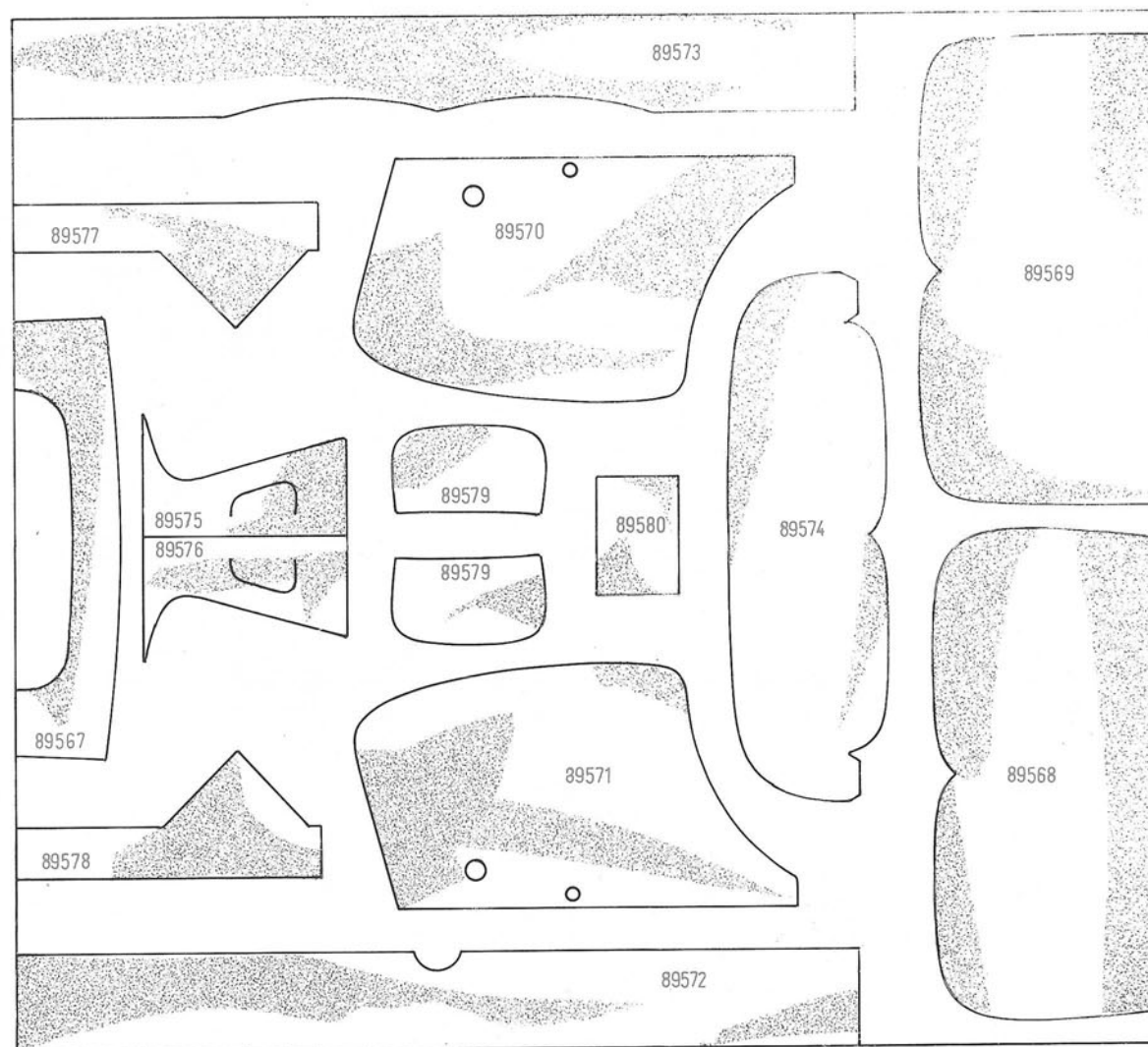
ANLEITUNG ZUR INNERVERKLEIDUNG KUNSTLEDER — Zchnng. 41

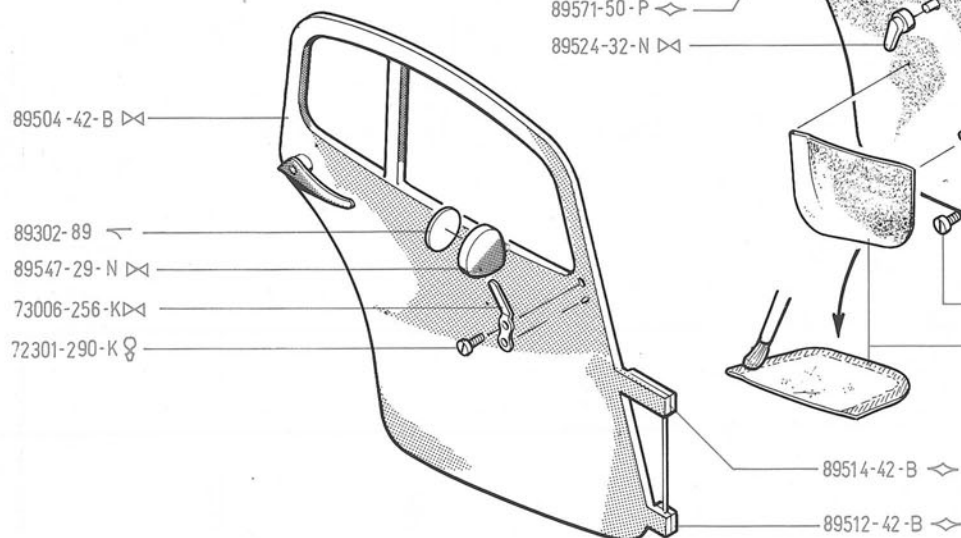
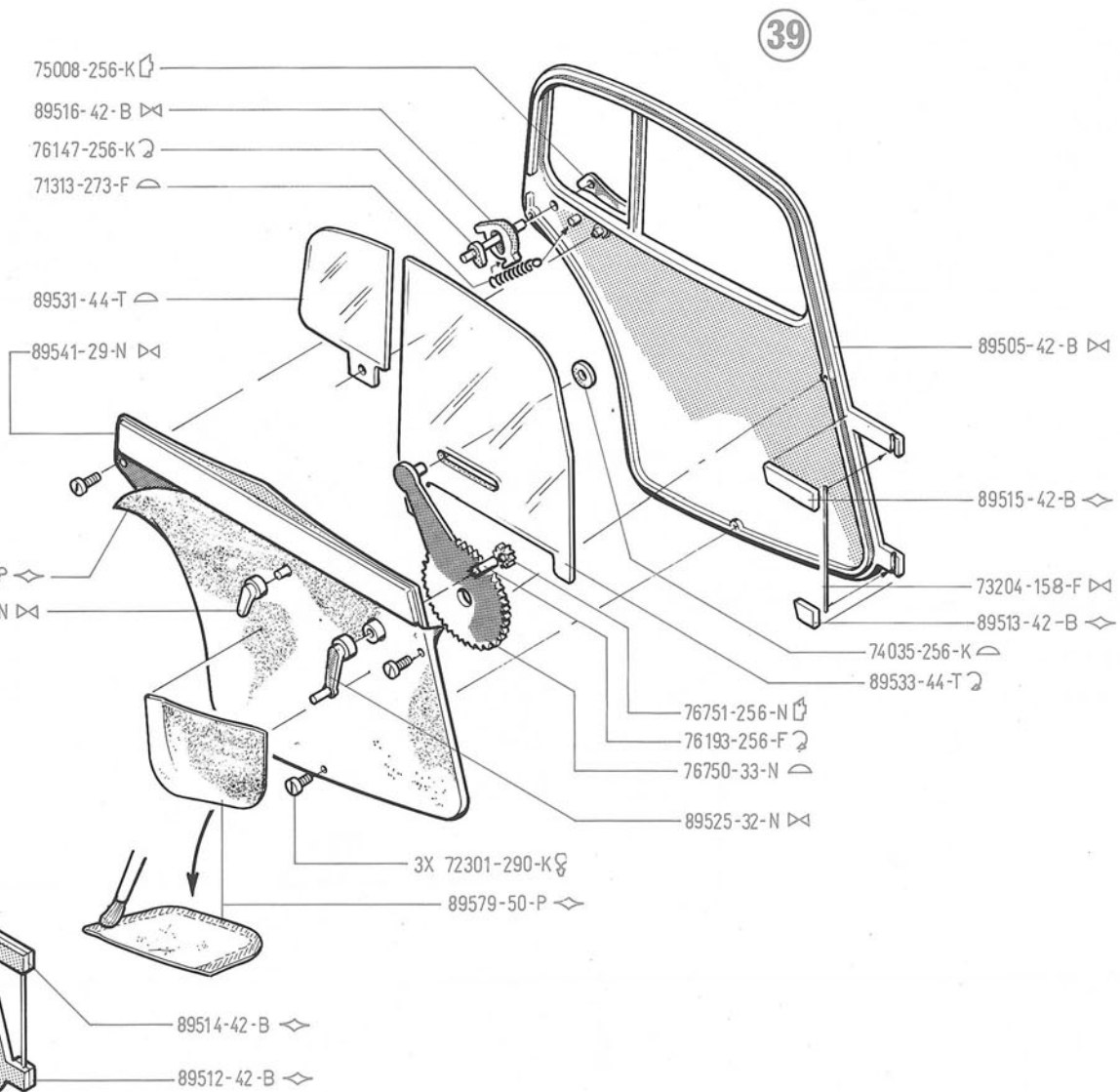
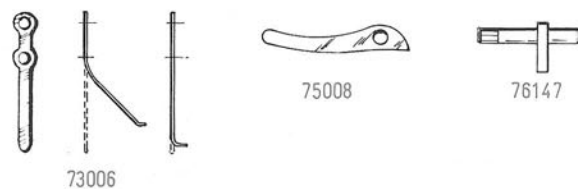
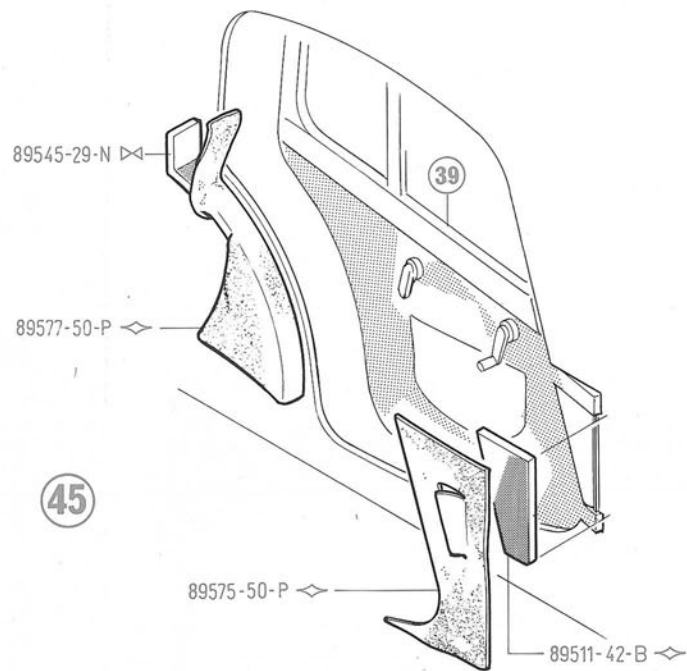
WICHTIG

Um Sitze und innenseiten mit Imitationleder zu verkleiden, empfehlen wir, sehr sorgfältig zu verfahren, und zwar wie folgt:

- 1) Keine Kleber für Kunststoff, sondern nur PhenolharzKlebstoff (wie z. B. BOSTIK) benutzen (-Leim zur Reparatur von Fahrradreifen).
- 2) Jedes Lederstück an seinen Platz legen bevor man es mit Klebstoff bestreicht, um ein richtiges Aufkleben zu sichern.
- 3) Eine leichte und gleichmässige Schicht Klebstoff sowohl auf das Leder als 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 Leders als auch des Kunststoffes beschädigt.
- 4) Die beiden mit Klebstoff bestrichenen Flächen einige Minuten lang verdunsten lassen, bis sie trocken sind.
- 5) Leder auf die richtige, gemäss Punkt B. ausgesuchte Stelle legen. Man muss sehr gut aufpassen, da dieser 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 Lederverkleidung zu beschädigen.
- 6) Um ein noch besseres Ergebnis zu erzielen, kann man das Leder mit Wachs (auch eine helle Schuhcreme kann es tun) bestreichen, so dass es glänzend wird.

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71323-297-K

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71147-205-K

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72302-291-K

72323-297-K

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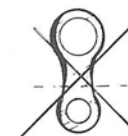
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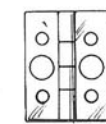
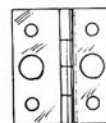
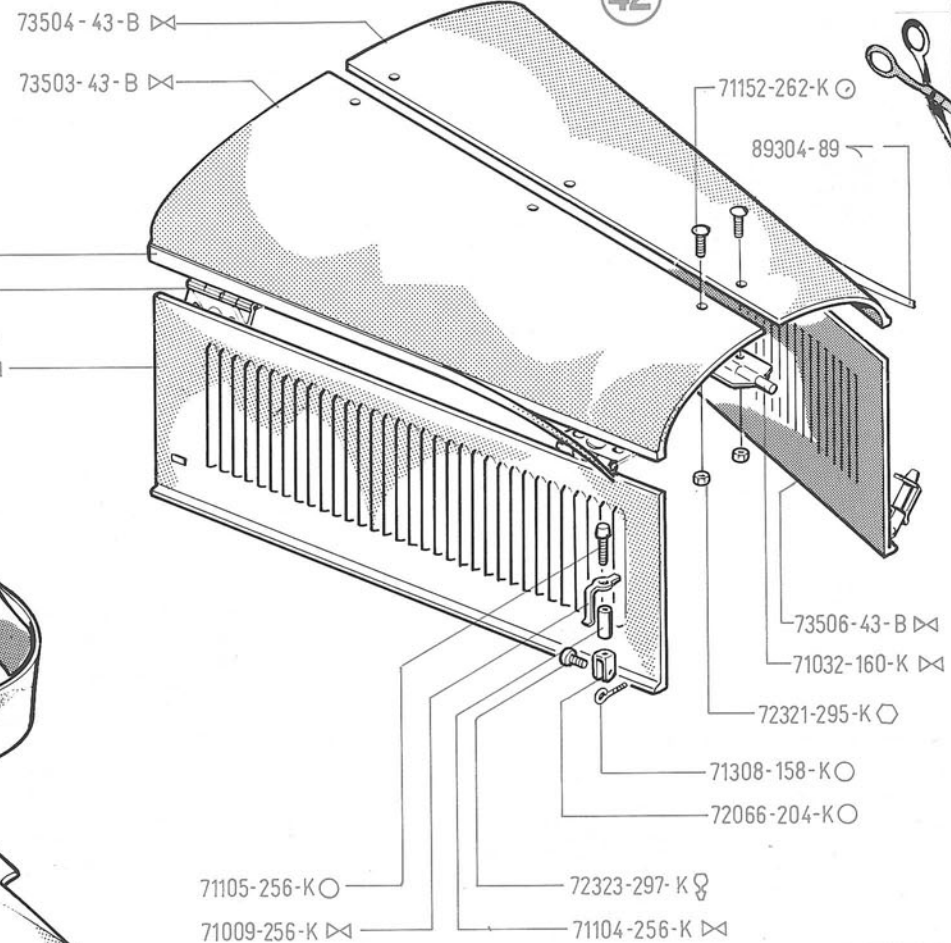
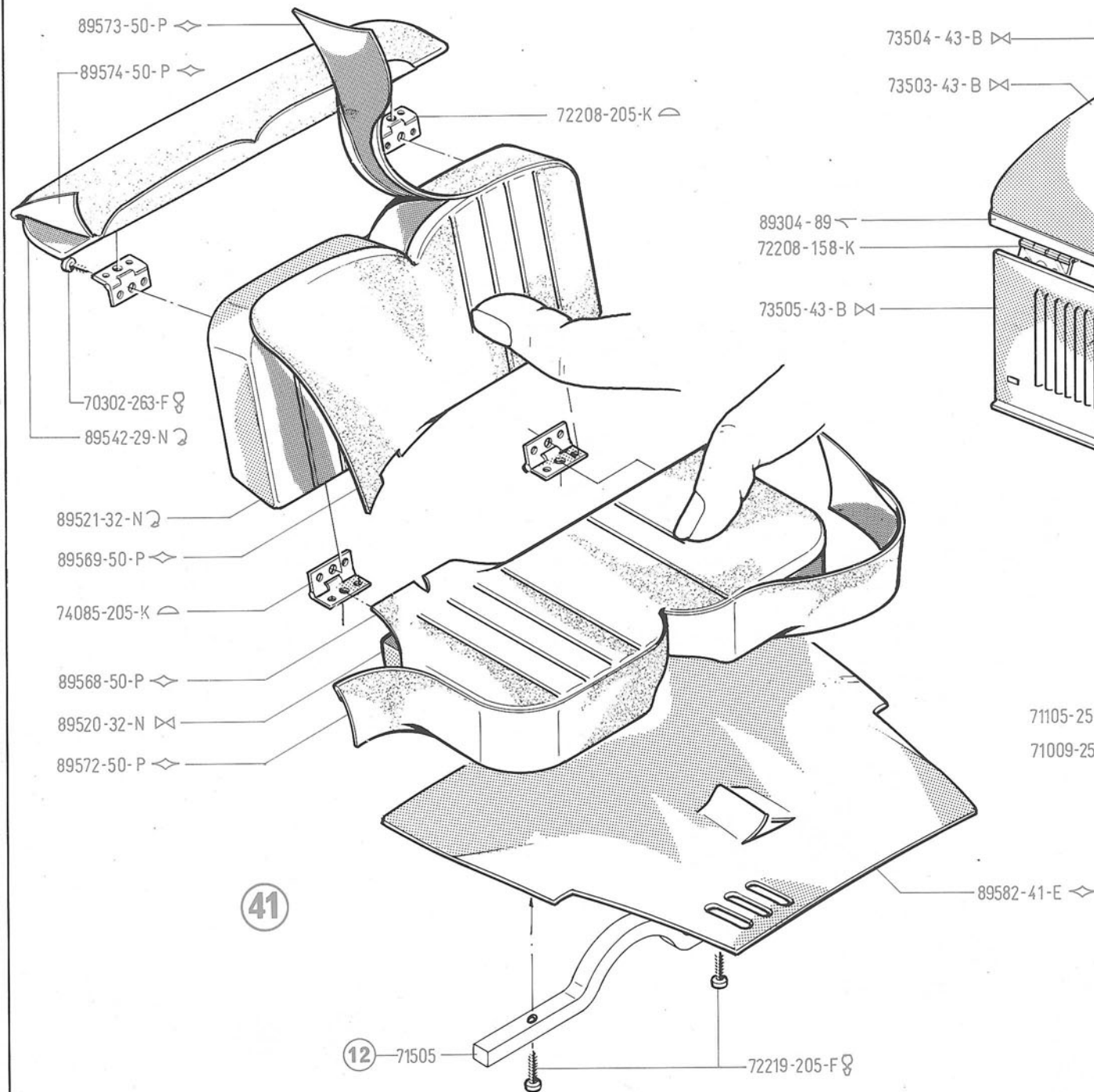
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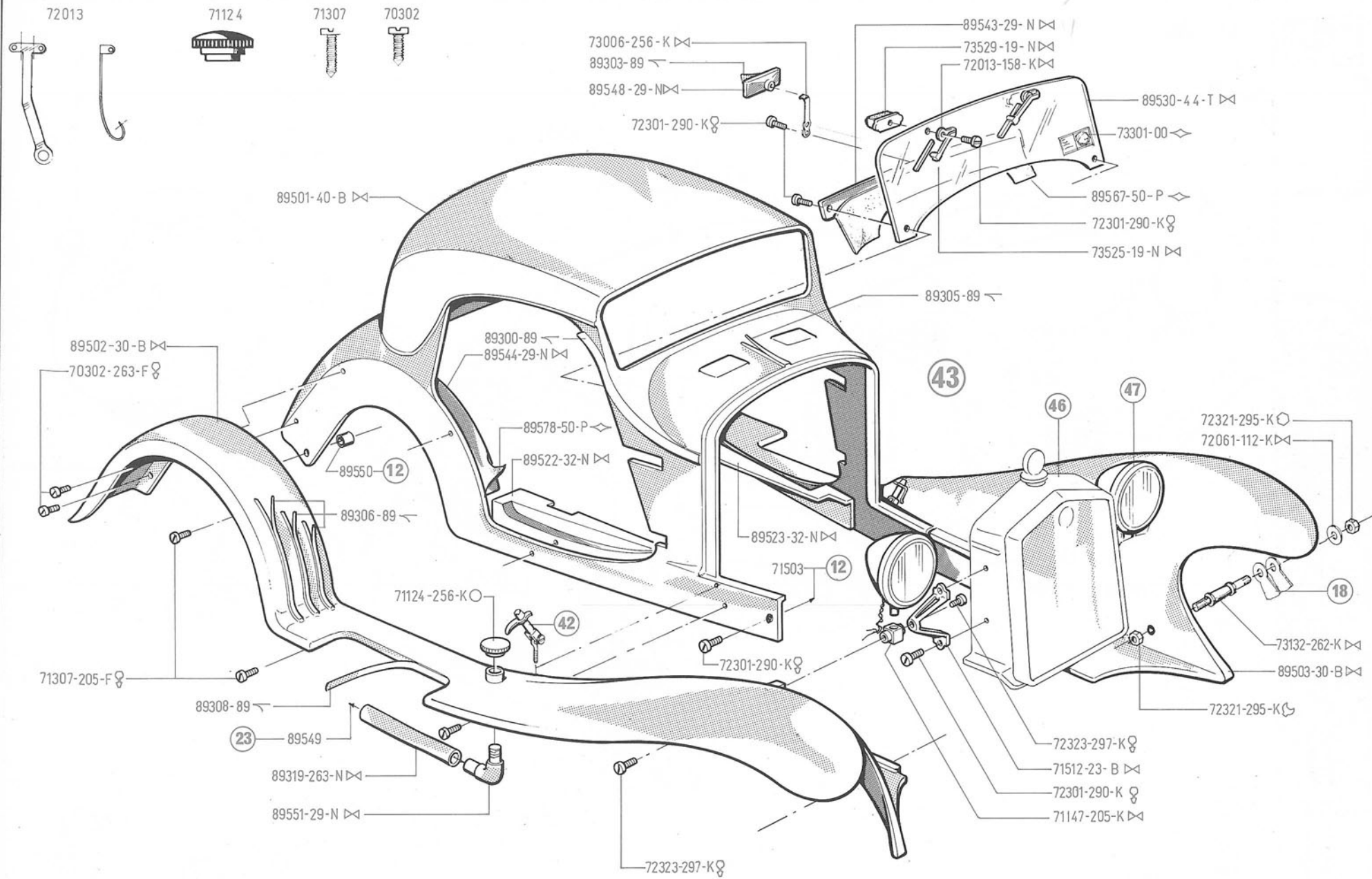


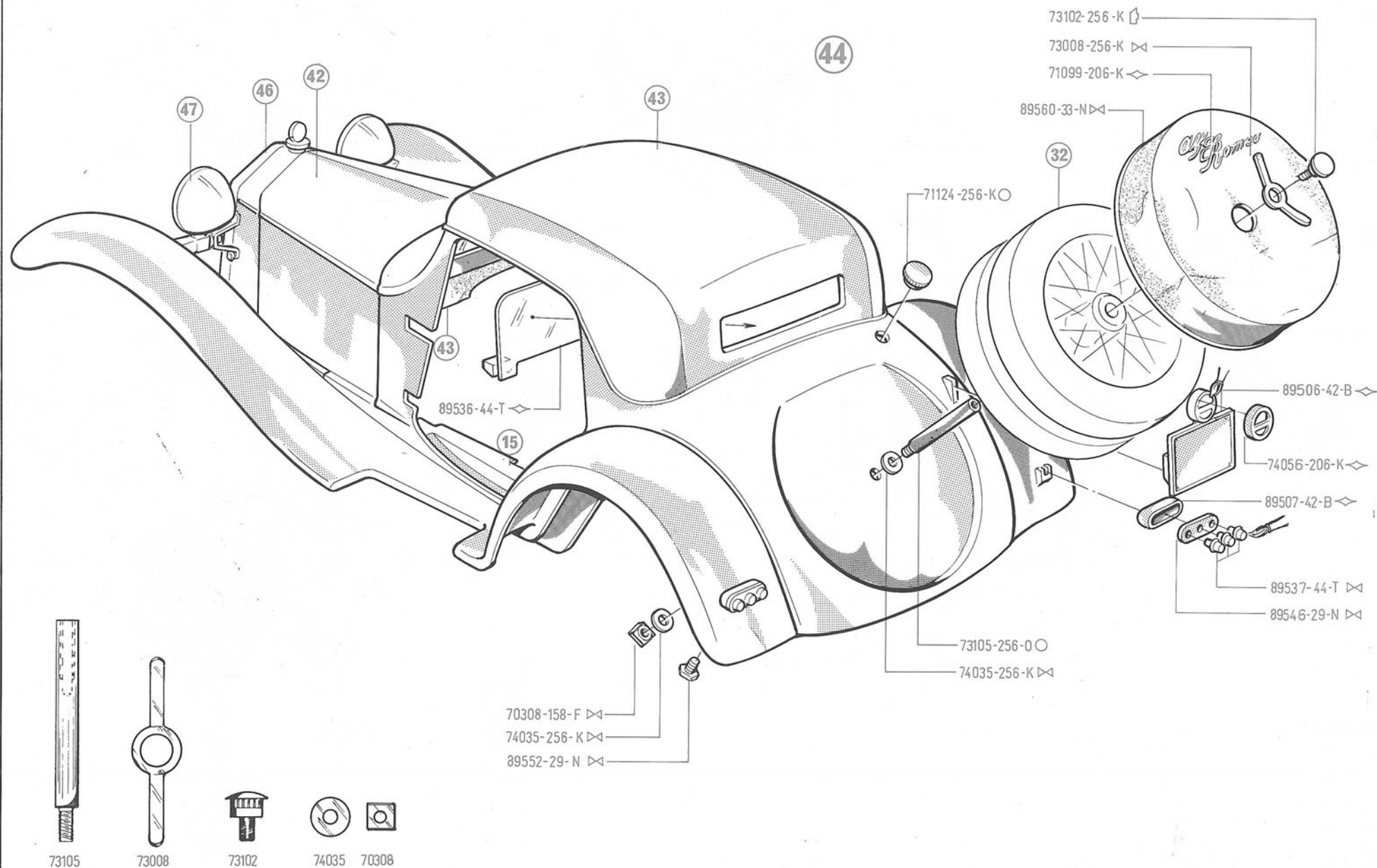
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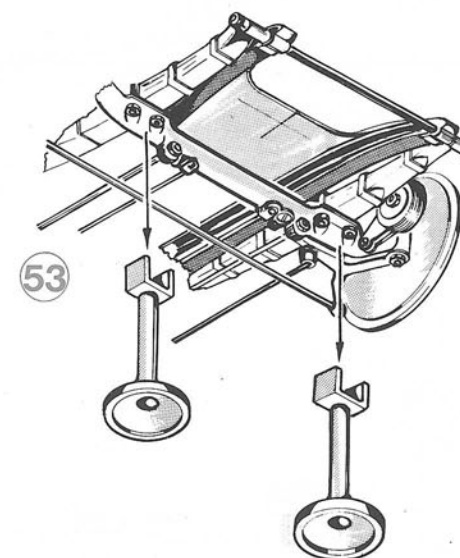
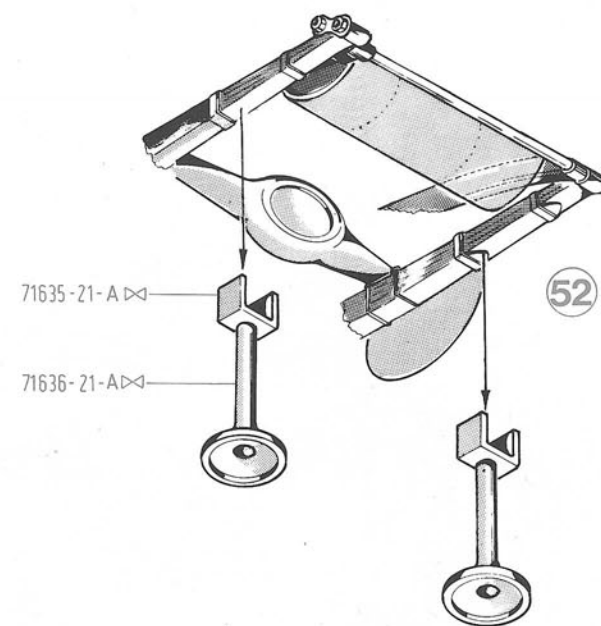
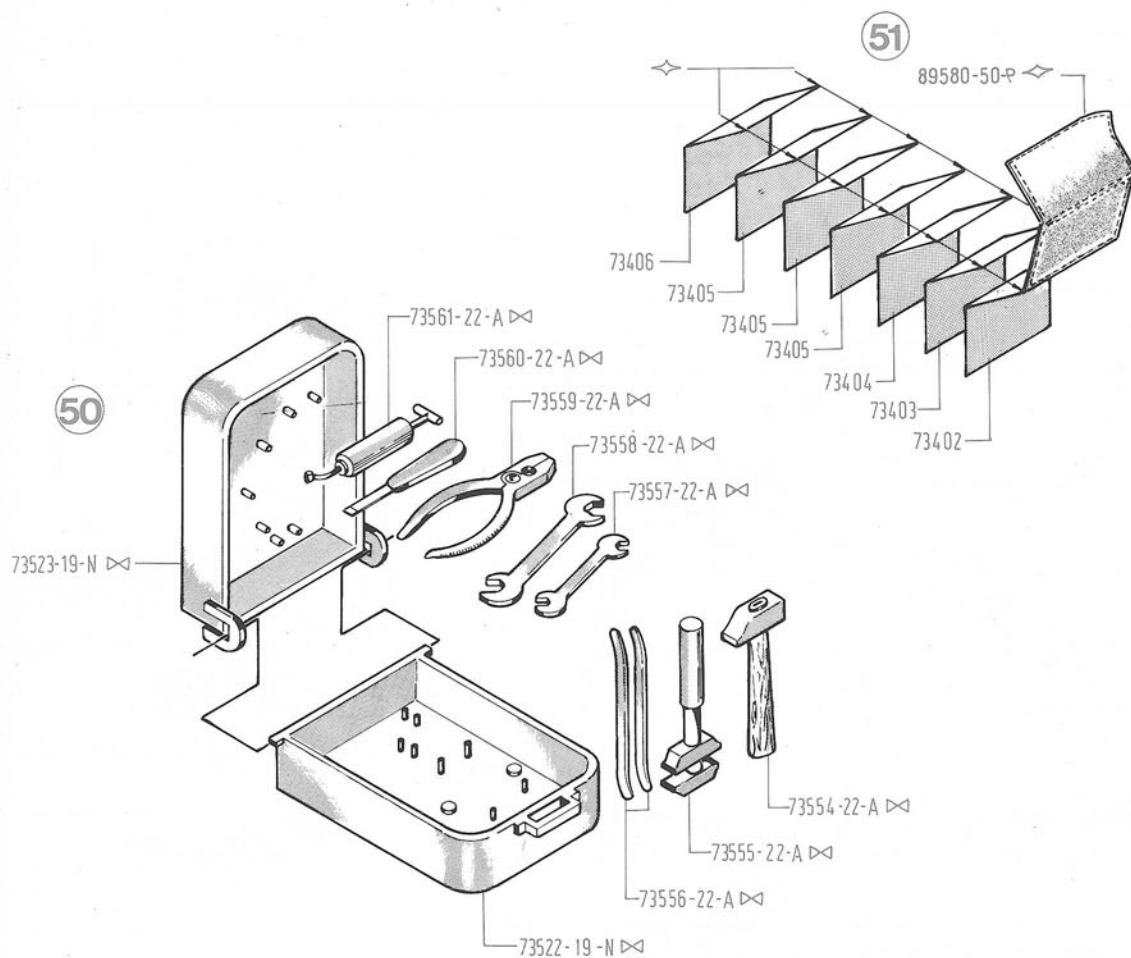


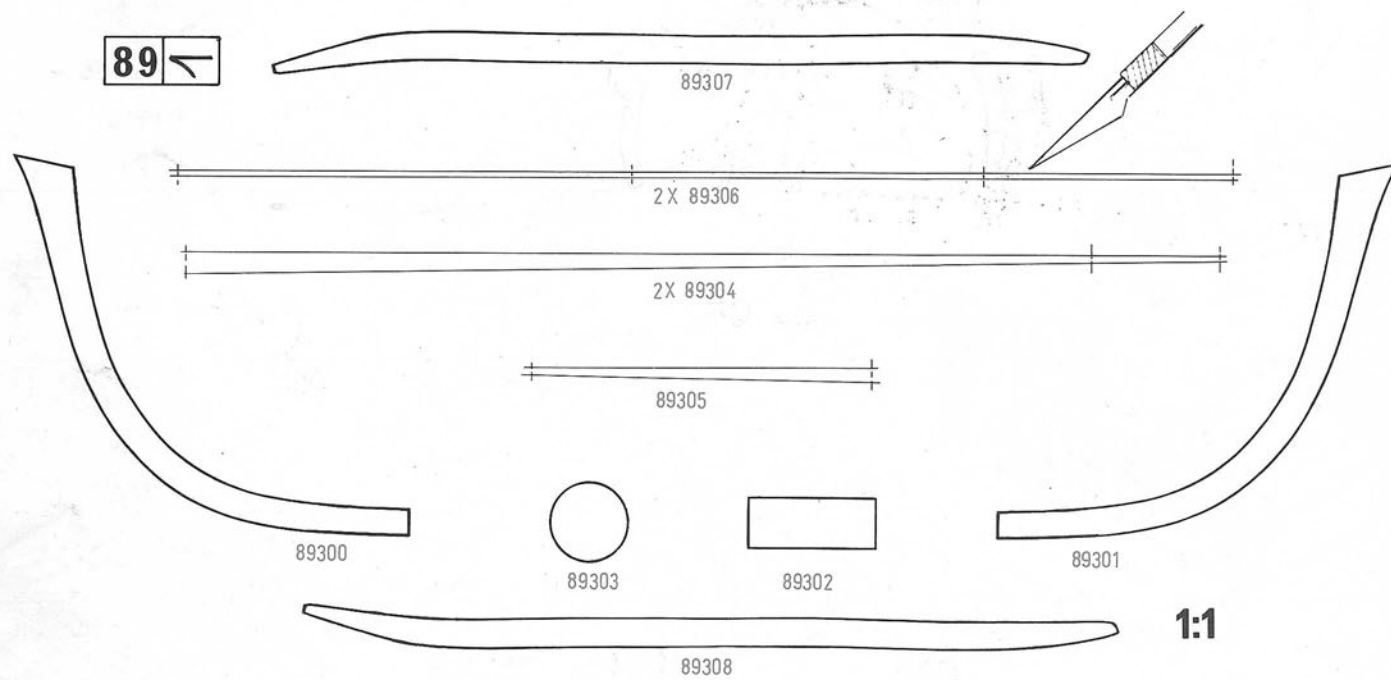
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RIVAROSS S.p.A. DIVISIONE **POCHER** - VIA PIO XI, 157/159 - 22100 COMO - ITALY ☎ 031 541.541 - FAX 31/540752