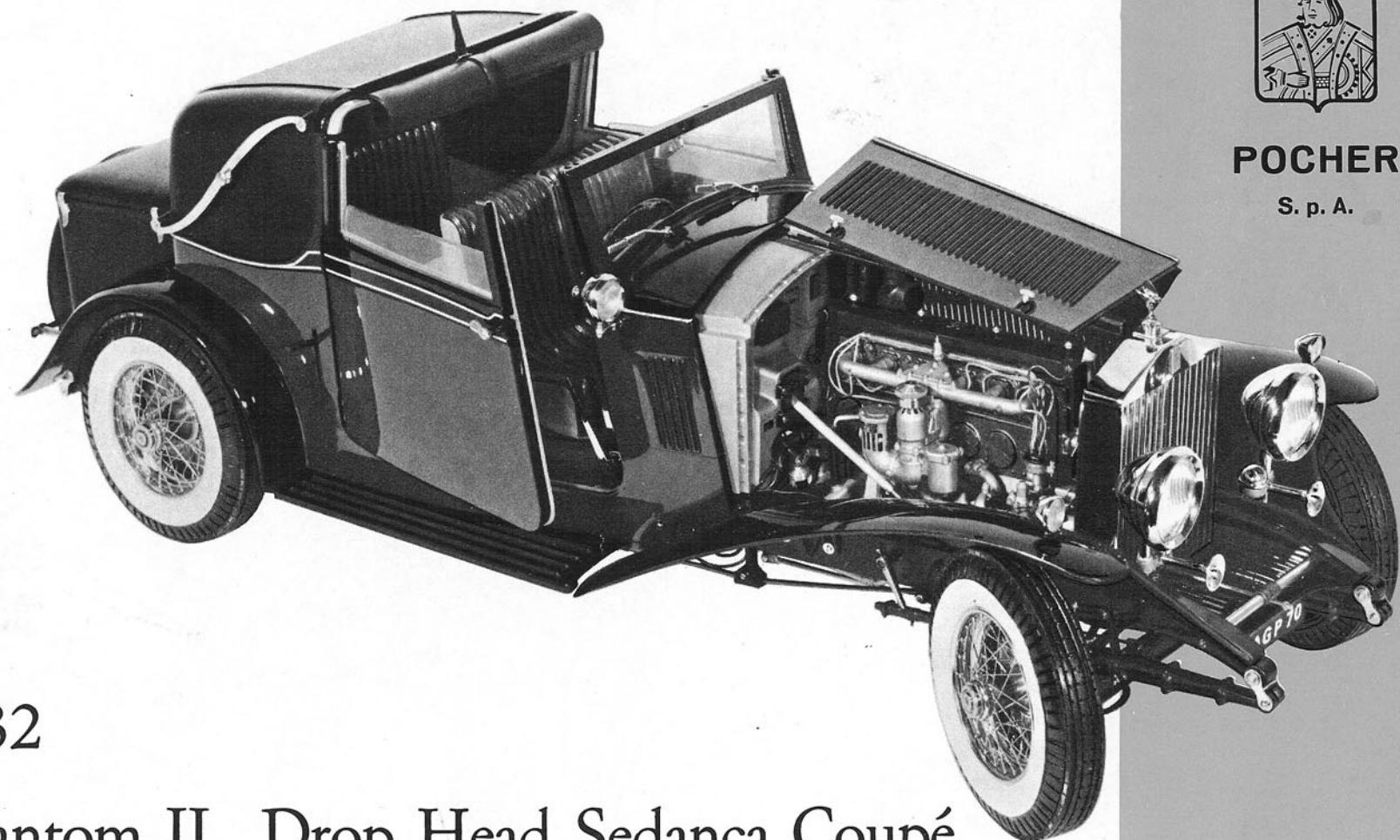


ROLLS ROYCE

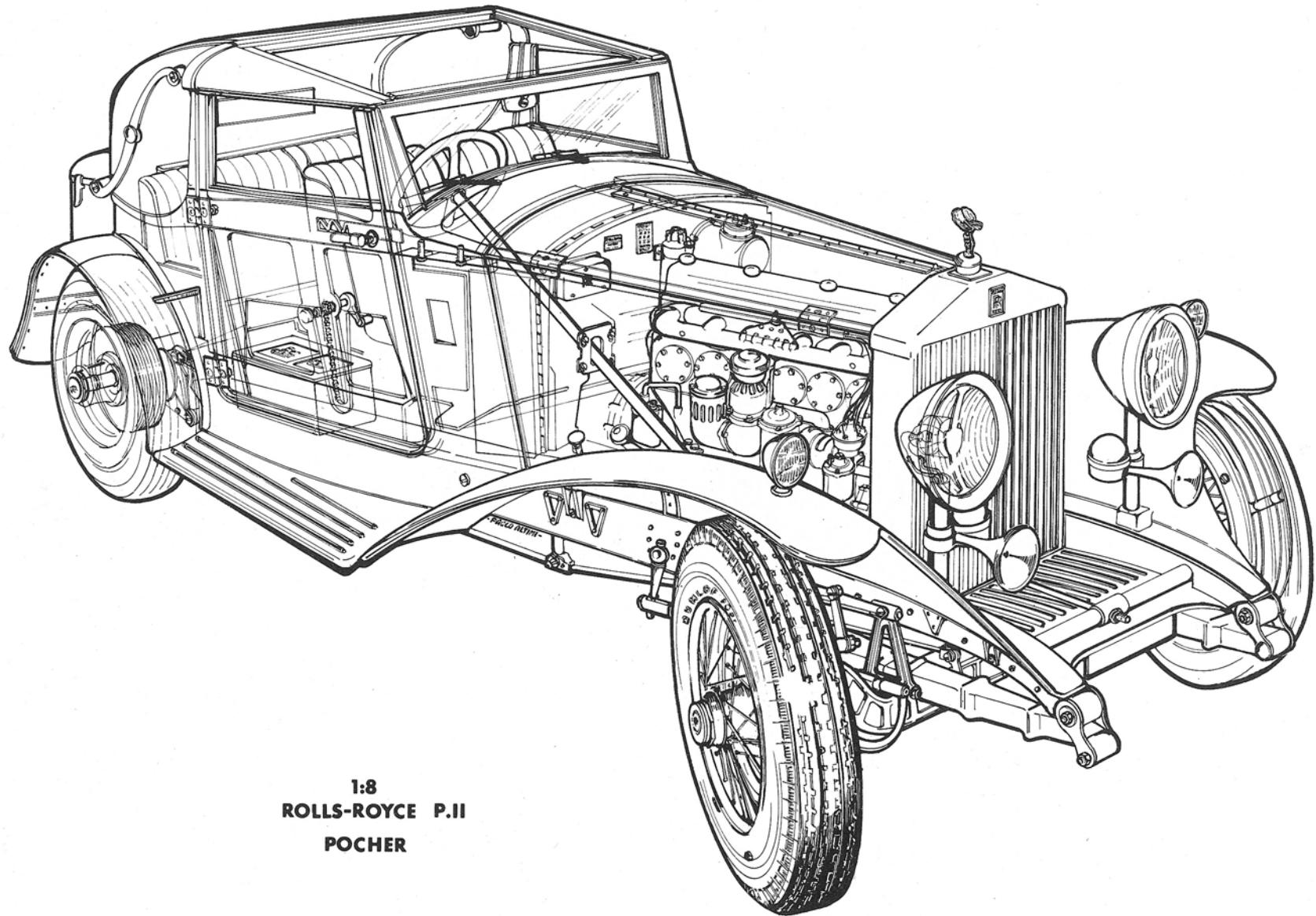


1932

Phantom II Drop Head Sedanca Coupé



POCHER
S. p. A.



1:8
ROLLS-ROYCE P.II
POCHER

Rolls Royce Phantom II Drop Head Sedanca Coupé 1932

The success obtained all around the world with our models « FIAT 130 HP GRAND PRIX DE FRANCE 1907 » and « ALFA ROMEO 8C 2300 MONZA 1931-1934 », has induced us to make this intriguing and more complicated model to the same 1:8 scale.

This model is the faithful reproduction of the Rolls Royce Phantom II chassis « Short type Continental Tourer » with drop head Sedanca coupé body.

This wonderful model has been made upon the original drawings which were kindly supplied by courtesy of Messrs. Rolls Royce Ltd. and thanks to the collaboration of the owner of the prototype who is also a model enthusiast.

The model consist of n° 2199 pieces divided in n° 454 high impact plastic parts, n° 1059 brass parts, n° 430 stainless steel parts, n° 256 other different materials parts (steel, copper, rubber and so on).

Our greater effort was that of reproducing each single part of the model with the maximum possible fidelity, making of it not only a static structure but a model with many operating parts which we list hereunder:

- Crankshaft with connecting rods, pistons and gudgeon pins operating by turning the starting handle. At the same time by means of V belts and gears, the fan, generator and magnet are also operated.
 - The steering is operating.
 - The brake pedal operates on the four wheels, the hand brake is independent and operates on separate brake-shoes on the rear wheels.
 - Suspensions are in lined steel and perfectly efficient.
 - Headlamps are lit from the dashboard.
 - The drop head hood can be opened.
 - The lateral glasses can be openend turning the handles.
 - The bonnet and the luggage rack can be opened.
 - Doors can be opened by working on their handles all, of course, reproduce the original model.
- We wish with this new model to have satisfied not only the refined enthusiasts in the model field but also the car enthusiasts in general.

ASSEMBLY INSTRUCTIONS OF THE KIT

In order to obtain a perfect assembly of the parts contained in this kit, carefully follow these instructions with their relative assembly diagrams.

- The assembly of the model is easy and amusing. Only a screwdriver, scissors, a small file, tweezers and cutting pliers are necessary (see drawing CC). One of the interesting peculiarities of this model is that nearly all the components parts can be assembled and taken down only by means of screws and joints without using cement. If therefore an error is made during the assembly, there are no problems as the incorrect assembly can be taken down and reassembled in the correct way.
- To ease the assembly of small brass nuts (n° 72321),

two small wrenches are supplied in the kit n° 72038 and n° 72222.

— The assembly of the model is clearly explained on diagrams from 1 to 45.

A) The single components are made already in the final colours. Anyway, in order to obtain a more realistic looking and a better finish, one can paint each plastic part with the special synthetic paints which can be found in any model shop. We suggest to use spray-paints to obtain a better finish. **NEVER USE NITROCELLULOSE PAINTS.**

B) If metal parts show signs of oxidation due to transport or fingerprints made during the assembly, these can be taken off with the normal household products available.

We suggest to protect these parts from oxidation and to maintain their original brightness, to paint them with a coat of transparent paint.

C) All parts, where technically possible, are numbered. Those without number are packed in polybags with the indication of their quantity and relative drawing number.

D) Keep apart the contents of each single polybag in order not to loose or mix-up the numbering of the various parts.

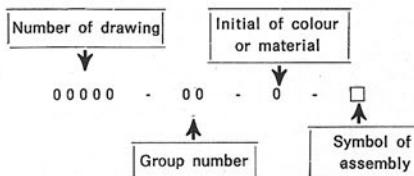
E) Proceed in the assembly with a logical sense, that is, assembling first the most important parts and then, by and by the other ones, taking care not to forget some minor part. We suggest to study carefully the diagrams before assembling the various parts in order to have a clear idea of the successive assemblies which will have to be carried out.

F) Make sure that the ref. number of the part that you are assembling corresponds to the drawing number; before assembling the parts, check well their position in respect of the relative datum-point or joint.

G) The assembly is clearly shown in the various diagrams from n° 1 to n° 45. In order to make easier the recognition of the less identifiable parts, these have been reproduced in each drawing separately in their natural size and are indicated with the writing 1:1. We suggest therefore to check before if the part that you are assembling is exactly the right one.

The rubber hoses, the electric cables, the lubricating pipes and other ones in copper and the brake-shoe steel springs are supplied in single cut-down pieces. You will have to cut them in the right sizes referring to the 1:1 scale drawings.

H) In order to make easier the assembly, every part has been numbered as follows:



Clear examples can be had looking at drawings aa and bb:

— **Drawing number** - always in 5 figures: it identifies the parts.

— **Group number** - always in 2 figures: it indicates the group to which the parts pertain.

— **Initial of colour or material** - an alphabet letter: it indicates the colour or the material of the part according to the following table:

O = BRASS
C = COPPER
K = NICKEL-PLATED
F = BLUE
T = TRANSPARENT
M = METALLIZED GREY
N = BLACK
A = SILVER
R = RED
L = WOOD
P = LEATHER
G = RUBBER

— **Assembly Symbol** - The symbol indicates how the part has to be assembled as per following table:

○ = SCREWED
♀ = SCREWED WITH SCREWDRIVER
○ = SCREWED WITH BOX-WRENCH
⌚ = SCREWED WITH WRENCH
□ = FORCED WITH HAMMER
▷ = SNAP FASTENED
△ = CEMENTED
▽ = AUTOADHESIVE
△ = HOT SQUEEZED (1)
♀ = FREE TO ROTATE

(1) see instructions dd.

The drawing aa can therefore be read:

7 2 5 6 4 - 1 8 - A - □

Part n° 72564 - group 18 - colour Silver - to be assembled with small hammer.

I) We would suggest that the assembly be carried out in stages as set out below:

- 1) complete assembly of the motor, with all its internal parts in accordance with drawing n° 1-2-3-4-5-6-7-10-11-12;

2) assembly of gear-box and complete braking system as in drawings n° 8-9-13-14;

3) assembly of front rear axles as in drawings n° 15-16-17;

4) assembly of chassis (first stage) as in drawing n° 18;

5) complete assembly of steering mechanism and various parts as in drawings n° 19-20;

6) assembly of radiator as in drawings n° 22-23;

7) assembly of petrol tank in drawing n° 27;

8) assembly of chassis (second stage) as in drawing n° 21;

9) assembly front brakes (drawing no. 25), rear brakes and hand brake (drawing no. 24) as in comprehensive drawing n° 26;

10) assembly of headlights electrics as in drawing n° 28;

11) assembly of wheels as in drawings n° 29-30-31-32-33-34-35-36-37.

At this point, the chassis is complete with all mechanical parts, just as it was supplied by ROLLS ROYCE in the old days. It was then completed by specialist coachwork builders according to each individual customer's requirements.

12) assembly of coachwork side panels as in drawing n° 39;

13) assembly of bonnet, windshield and dashboard drawings n° 38-40;

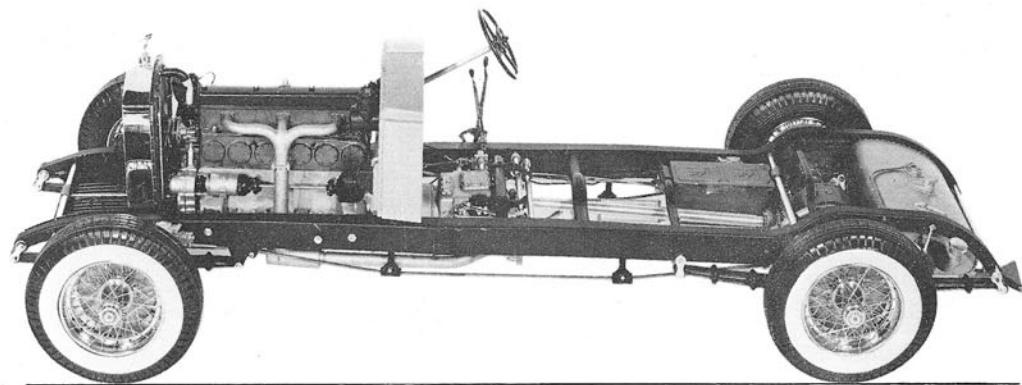
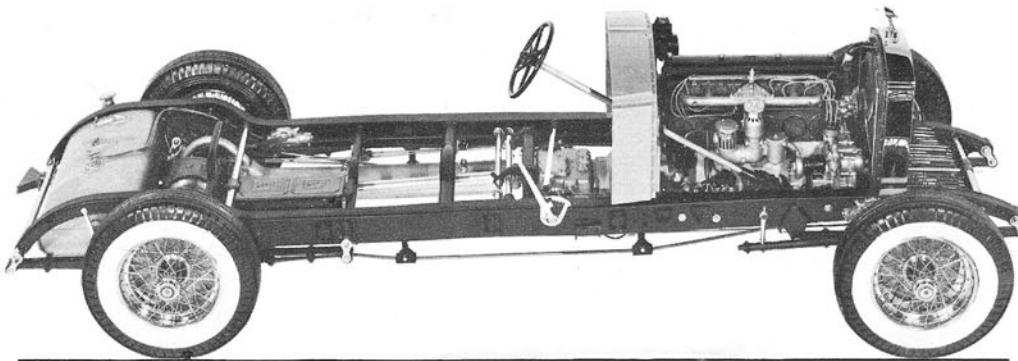
14) assembly of front and rear seats drawings n° 42-43;

15) assembly of various accessories and finishings drawings n° 41-44-45.

To make sure that these stages will be easy to follow, some of the drawings are accompanied by explanations. This should make it possible for anyone to understand how the assembly must be done.

If you have followed the instructions carefully, you will be the proud owner of a perfect and valuable model. Don't spoil it by painting it unless you have the equipment and the knowhow to make a good job. We recommend the use of clear, synthetic spray paints and we must emphasise very clearly that nitrocellulose paint will ruin your model beyond all possibility of repair.

The more experienced modellers can finish off their work with all those little final touches, e. g. the threads along the sides, pale tyre bands, etc., that help to embellish and personalise each individual model. We hope that you will enjoy assembling this model. If you do, we shall have succeeded in our aim, namely to provide a source of pleasure as well as a model of a top-class vintage car.



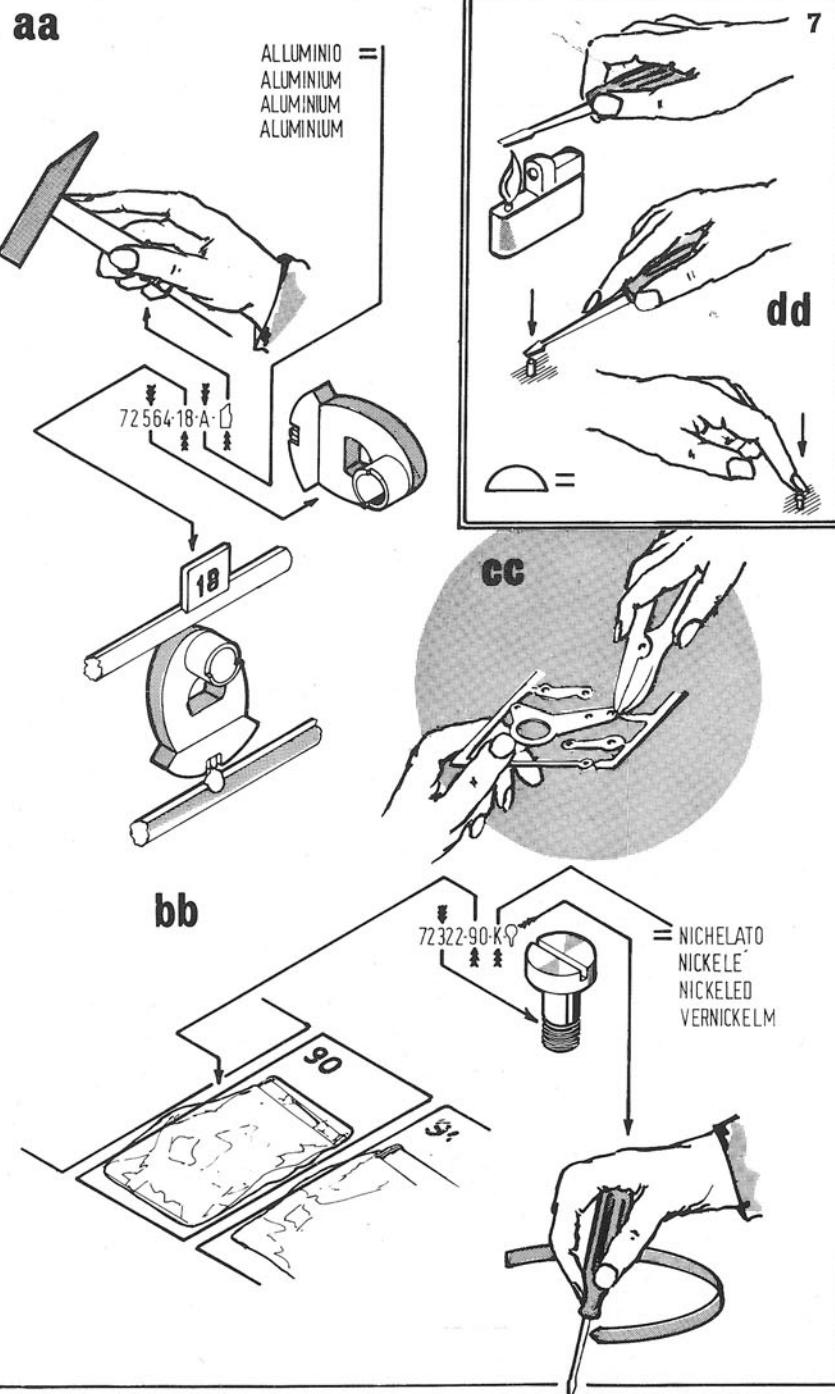
N. B. - Abbiamo previsto che alcuni pezzi possano guastarsi e perdere durante il montaggio per inesperienza o disattenzione. Ne abbiamo quindi messo un discreto numero più del necessario per aiutarVi maggiormente.

N. B. - Nous avons pensé que certaines pièces pouvaient s'abîmer ou se perdre au cours du montage, à cause du manque d'expérience ou du manque d'attention.

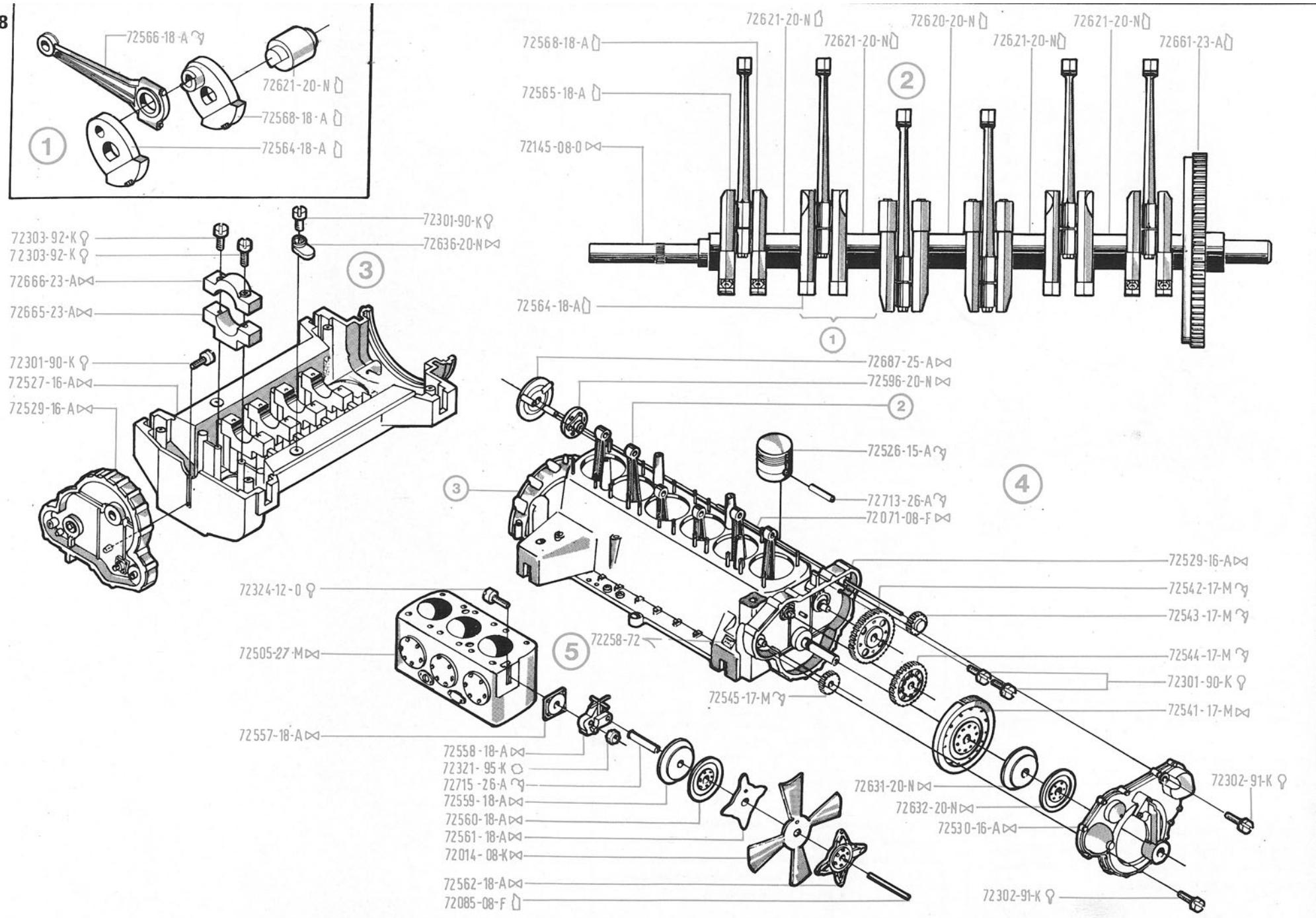
En conséquence, nous en avons mis un numéro plus important que celui normalement nécessaire afin de vous faciliter le travail.

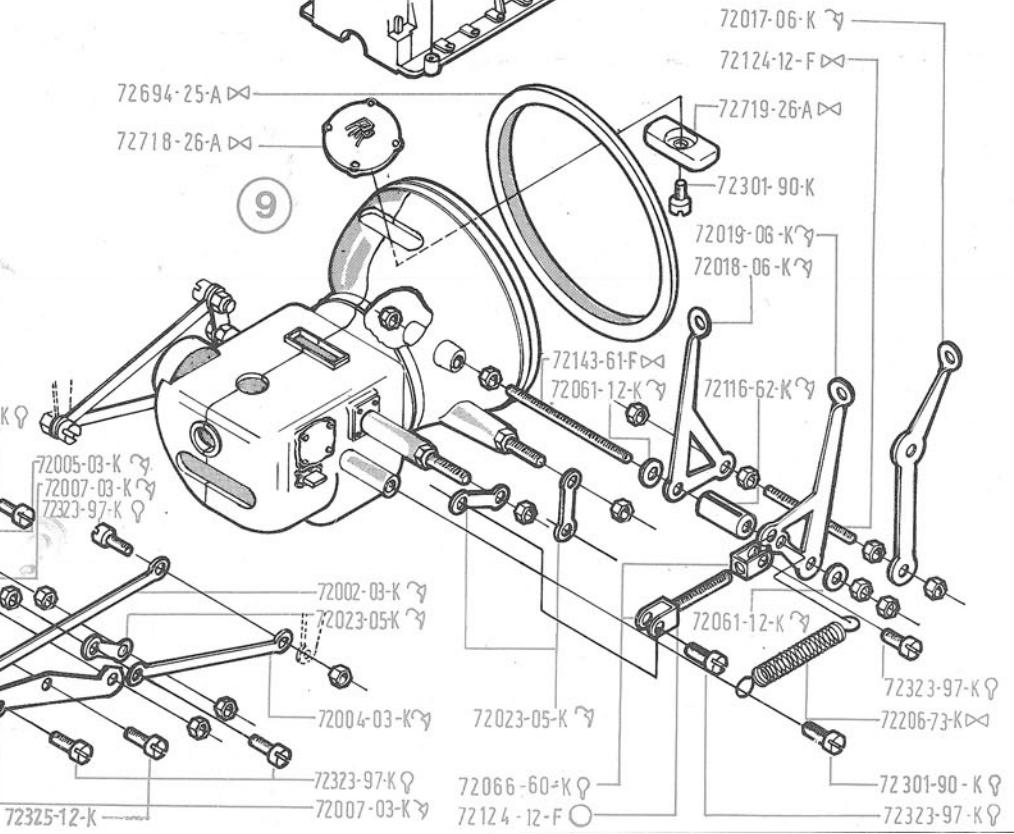
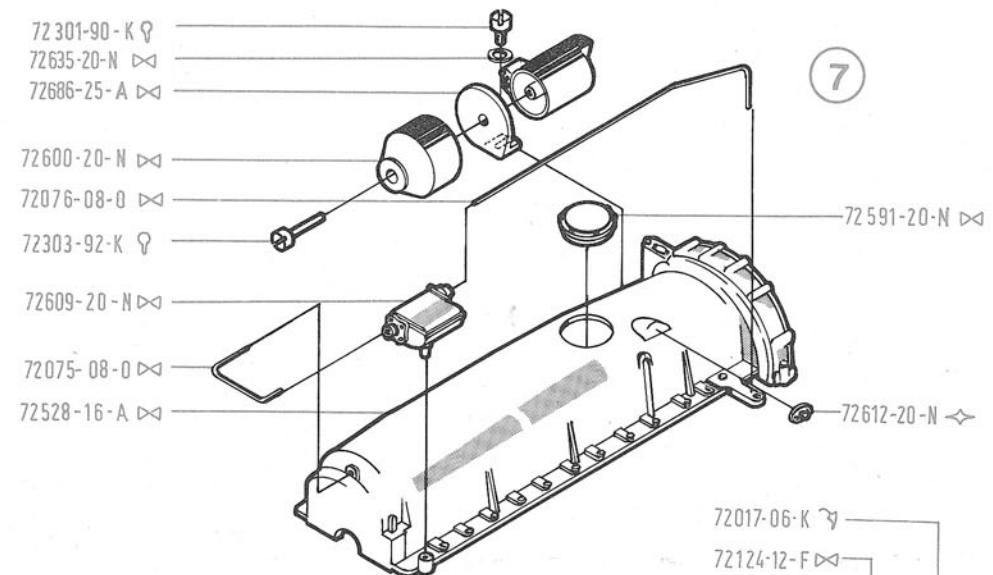
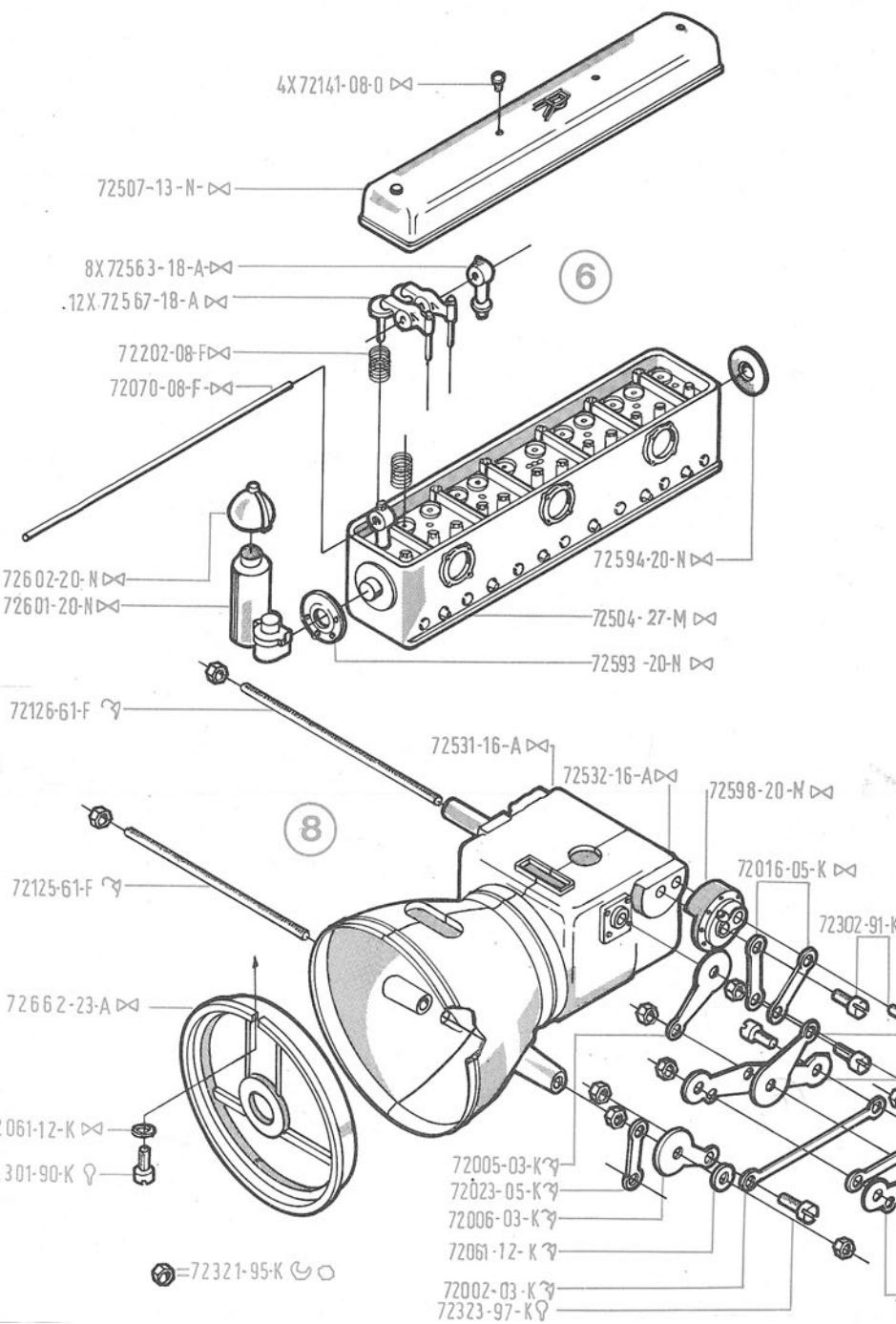
N. B. - An extra quantity of some of the components has been provided to cover the possibility that some parts may be accidentally damaged or lost during assembly owing to inexperience.

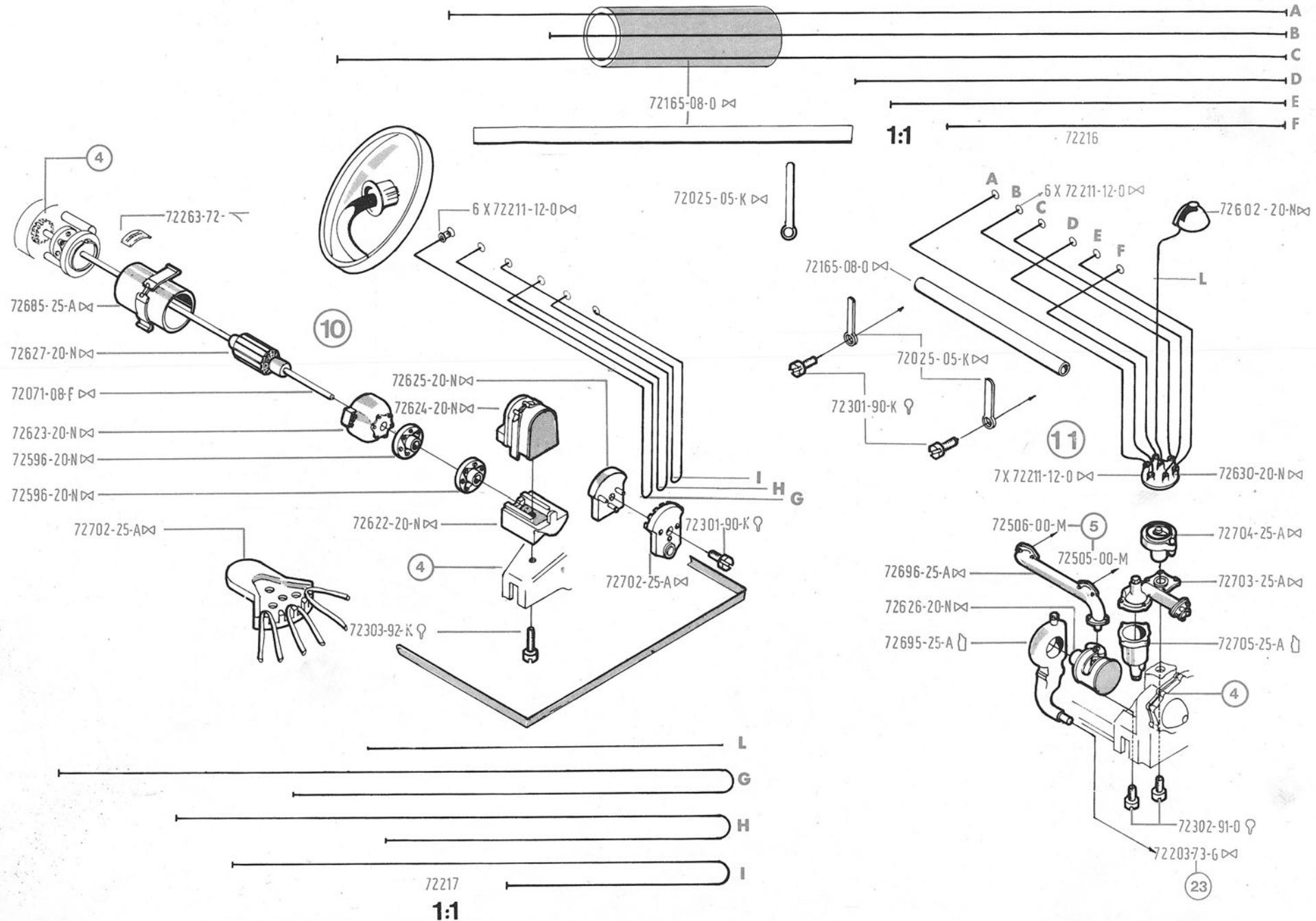
N.B. - Es kann vorkommen, dass während der Montage irgend ein Teil unversehentlich beschädigt wird oder verloren geht. Um Ihnen in dieser Hinsicht behilflich zu sein, haben wir mehr Teile als für den Zusammenbau an sich notwendig beigeschlossen.

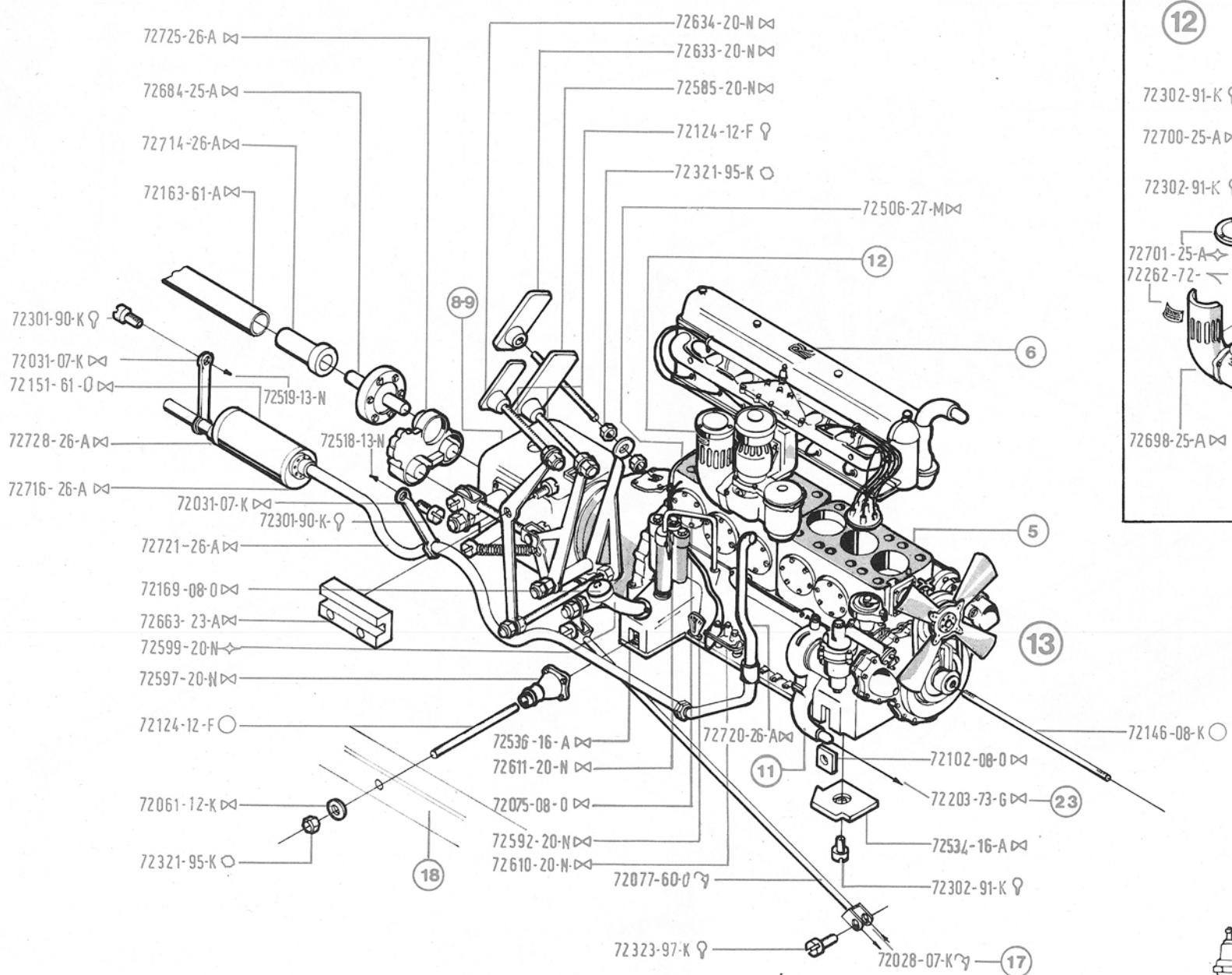


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1:1

72124



72169

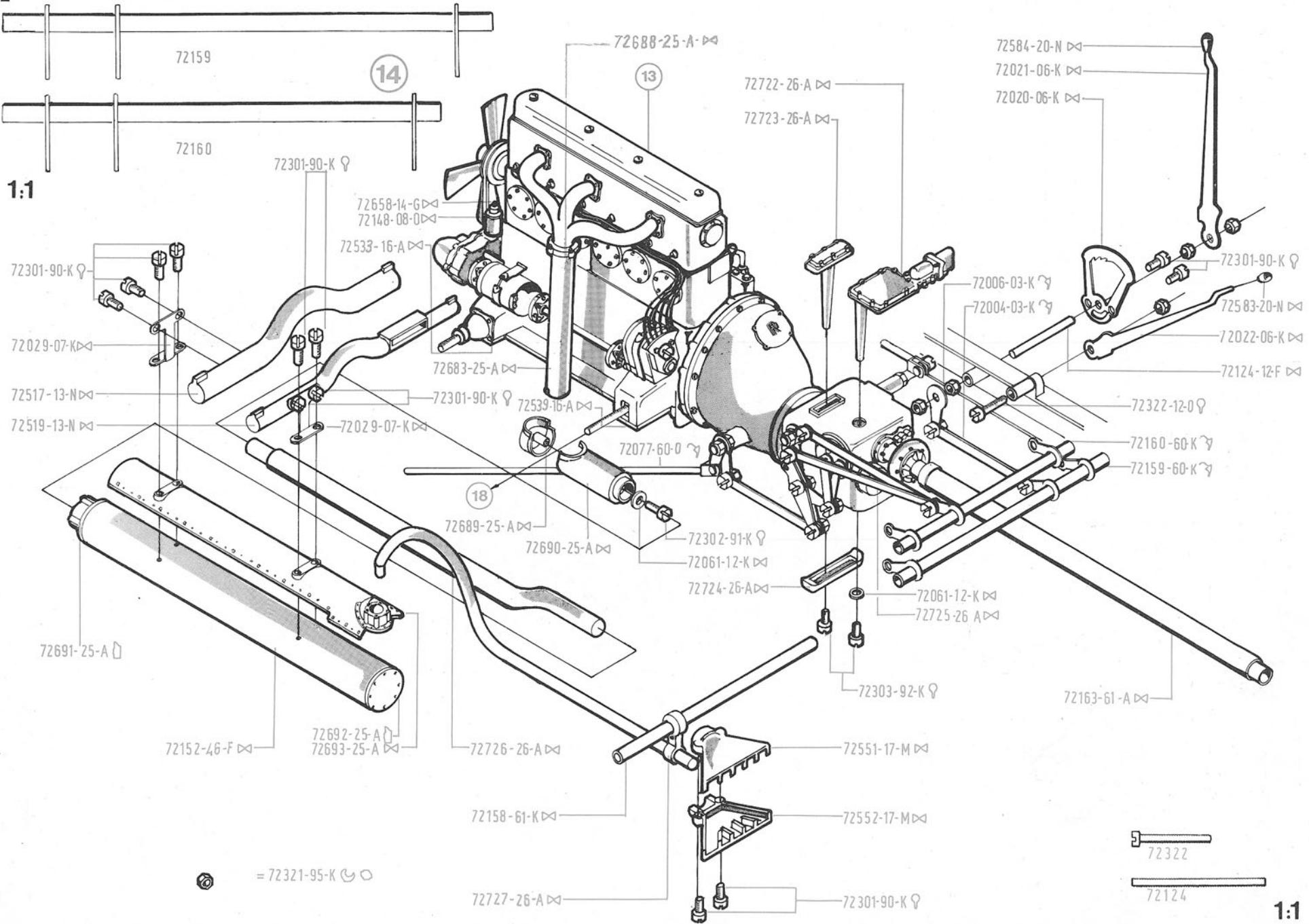


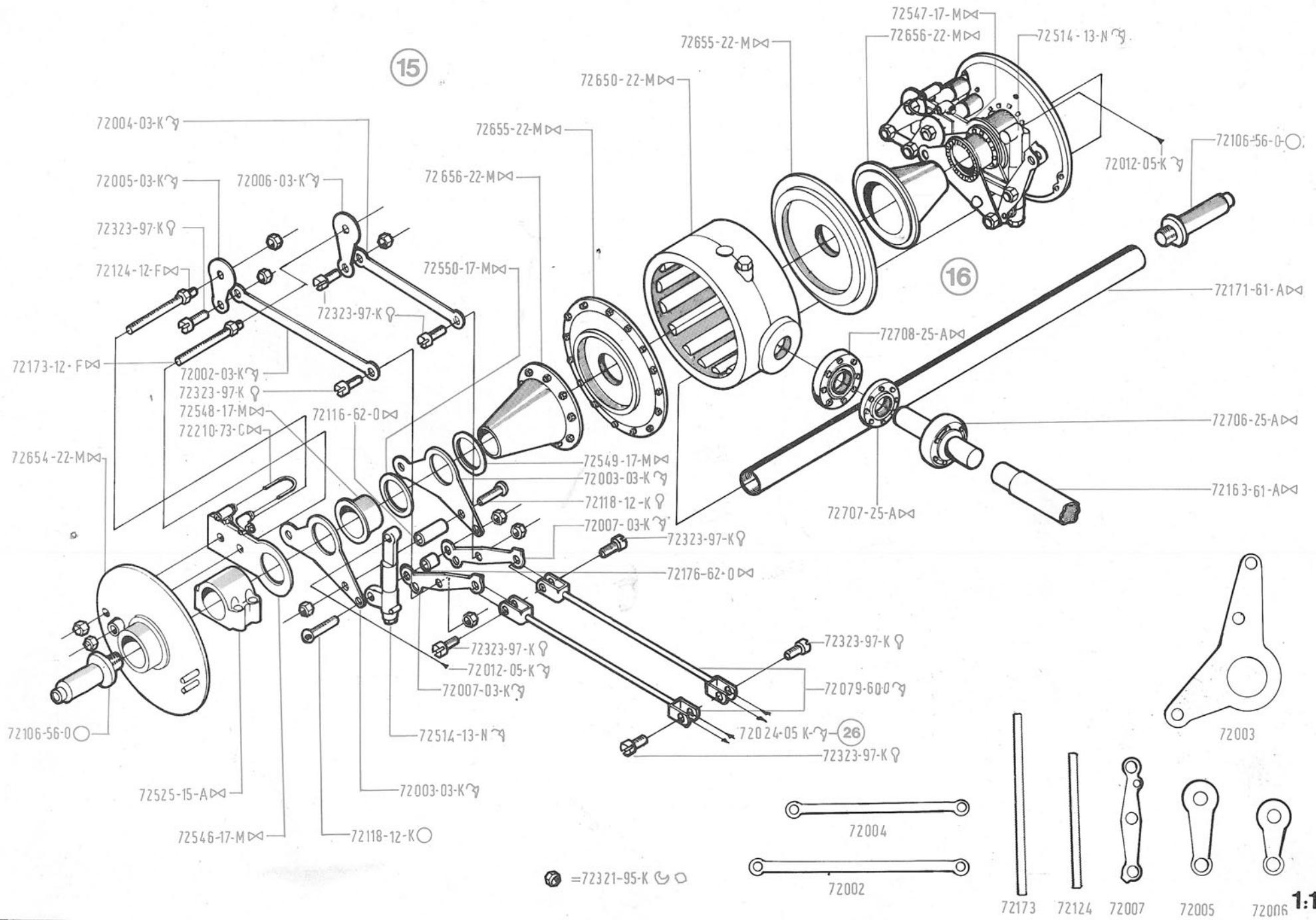
72144

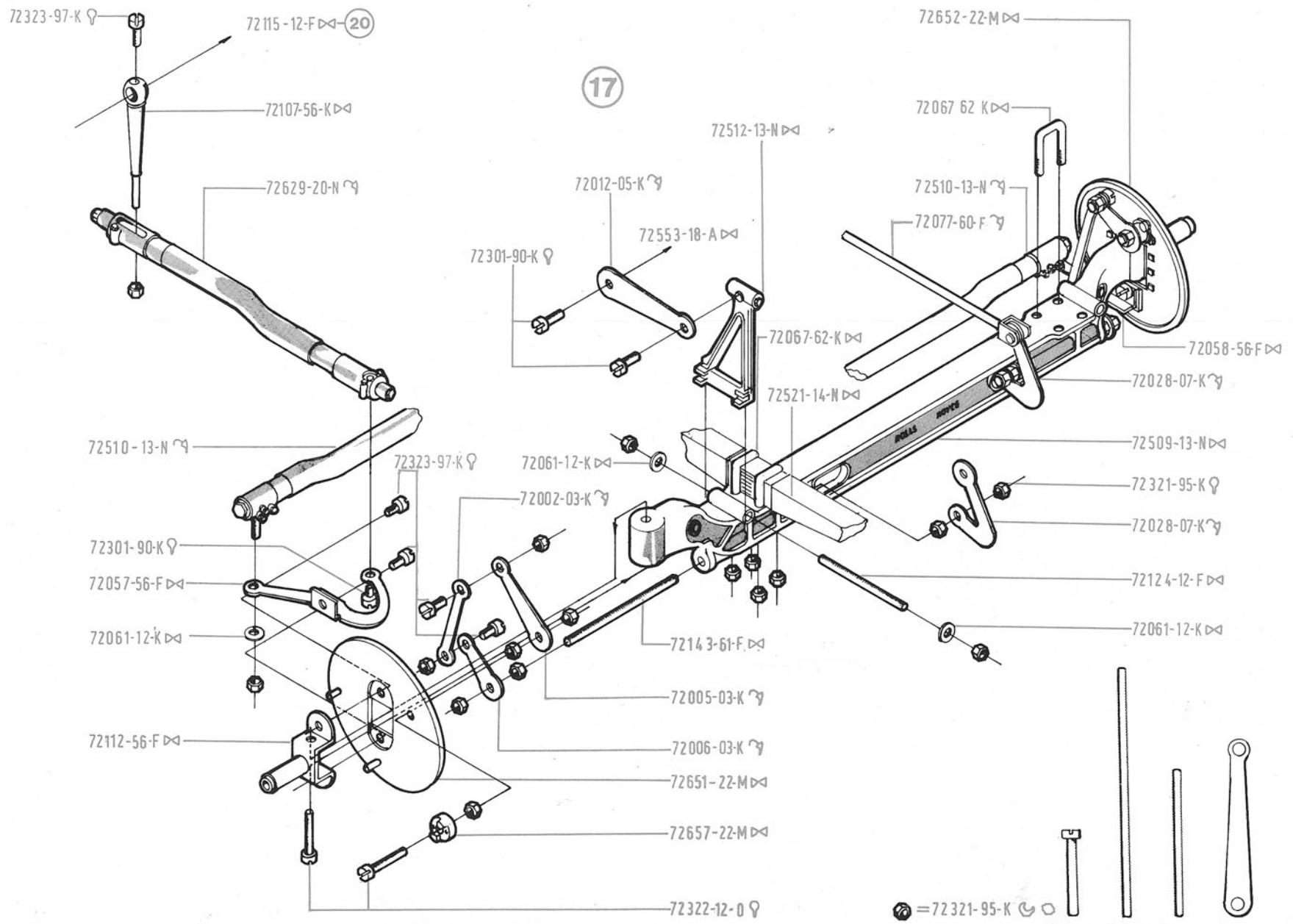
72170

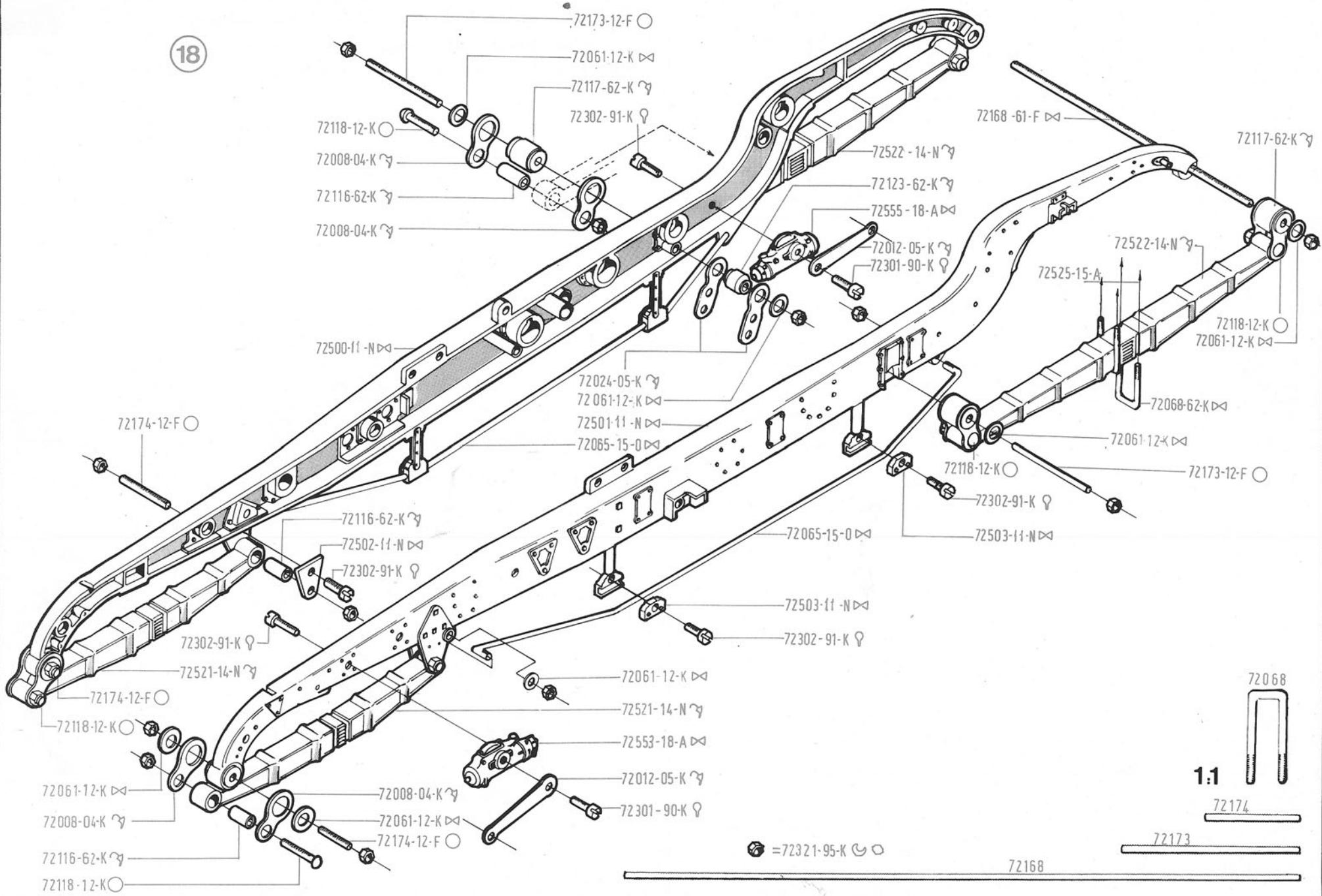
11

12









MONTAGGIO DELLO CHASSIS - DIS 21

Dopo avere montato i vari gruppi come da disegni N. 17-23-14-20-19-18-16-27 procedere al montaggio dello chassis in questo modo:

- 1) montaggio della traversa anteriore 72166 la quale deve passare attraverso a tutti i pezzi segnati nel disegno;
 - 2) montaggio del radiatore completo come da disegno N. 22-23;
 - 3) montaggio dello sterzo come da disegno N. 20;
 - 4) montaggio del motore, cambio, organi dei freni come da disegni N. 1-2-3-4-5-6-7-8-9-10-11-12-13-14;
 - 5) montaggio delle traverse e della scatola porta batteria 72539 disegno N. 28;
 - 6) montaggio del serbatoio benzina disegno N. 27;
 - 7) montaggio della traversa posteriore 72158;
 - 8) montaggio della paratia parafiamma disegno N. 19.

Completere lo chassis con il montaggio dei ceppi dei freni disegno N. 24-25-26 e dell'impianto elettrico disegno N. 28.

Controllare il funzionamento dei vari organi elettrici e meccanici.

Montare le quattro ruote complete disegno N. 37 a mezzo delle viti 72212

Montate le quattro ruote complete disegno N. 31 a mezzo delle viti 72212.
Se lo desiderate potete applicare i dischi coniugata 72642 e 72643 come si usava a quell'epoca.

MONTAGE DU CHASSIS - DESSIN n. 21

Après avoir assembler les différentes parties selon dessins n. 17-23-14-20-19-18-16-27 procéder au montage du châssis selon les explications suivantes:

- chassis selon les explications suivantes:

 - 1) montage de la traverse antérieure 72166 laquelle doit passer par tous les morceaux indiqués sur le dessin;
 - 2) montage du radiateur complet selon dessin n. 22-23;
 - 3) montage de la direction selon dessin n. 20;
 - 4) montage du moteur, de la transmission, des organes de freinage selon dessins n. 1-2-3-4-5-6-7-8-9-10-11-12-13-14;
 - 5) montage des traverses et du bercement de la batterie 72539 dessin n. 28;
 - 6) montage du réservoir d'essence selon dessin n. 27;
 - 7) montage de la traverse postérieure 72158 dessin n. 19.

Completer le chassis par le montage des cales de roue selon dessins n. 24-25-26 et par le cablage électrique selon dessin n. 28.

Contrôler le fonctionnement des différents organes électriques et mécaniques

Contrôler le fonctionnement des différents organes électriques et mécaniques.

Si vous le désirez, nous pourrons remplacer des anciennes vis 72242 par 72242 comme c'était le cas lorsque cette fiche

ASSEMBLY OF THE CHASSIS - DRAWING No. 21

After assembling the various groups as in drawings nos. 17-23-14-20-19-18-16-27 assemble the chassis as follows:

- 1) assembly of front cross member 72166; this must pass through all the components shown on the drawing;
 - 2) assembly of the complete radiator, as in drawings nos. 22-23;
 - 3) assembly of the steering mechanism as in drawing no. 20;
 - 4) assembly of motor, gearbox and braking system as in drawings nos. 1-2-3-4-5-6-7-8-9-10-11-12-13-14;
 - 5) assembly of cross members and battery-holder box 72539 (drawing no. 28);
 - 6) assembly of petrol tank (drawing no. 27);
 - 7) assembly of rear cross member 72158;

8) assembly of flame-guard (drawing no 19).
Complete the chassis by assembling the brake blocks (drawings nos. 24-25-26) and the electrical plant (drawing no 29).

Check the operation of the various electrical and mechanical parts.

Assemble the four wheels (drawing no. 22) by means of the screws 72212.

Assemble the four wheels (drawing no. 37) by means of the screws 72212. If required, fit the wheel base pins 72242 and 72243 as used in the old days.

ZUSAMMENBAU DES CHASSIS - ABBILDUNG N° 21

Nach den Montagearbeiten gemäss den Abbildungen Nr. 17-23-14-20-19-18-16-27 ist das Chassis wie folgt zusammenzubauen:

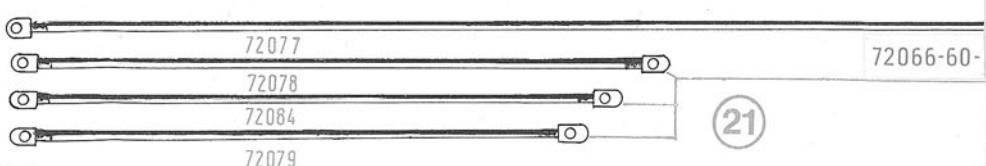
- 1. Einbau der vorderen Traverse 72166, die durch alle in der Abbildung dargestellten Teile hindurchzuführen ist.**
2. Einbau des Kühlers kpl. nach Abbildung Nr. 22-23.
3. Einbau der Lenkung nach Abbildung Nr. 20.
4. Einbau des Motors, des Getriebes und der Bremsanlage nach den Abbildungen Nr. 1-2-3-4-5-6-7-8-9-10-11-12-13-14.
5. Einbau der Traversen und des Batteriekastens 72539 nach Abbildung Nr. 28.
6. Einbau des Kraftstofftanks nach Abbildung Nr. 27.
7. Einbau der hinteren Traverse Nr. 72158.
8. Flügelschraubstells nach Abbildung Nr. 19.

Anschliessend sind noch die Bremsbacken nach Abbildung Nr. 24-25-26, und die elektrische Anlage nach Abbildung Nr. 28 einzubauen, um so das Chassis zu vervollständigen.

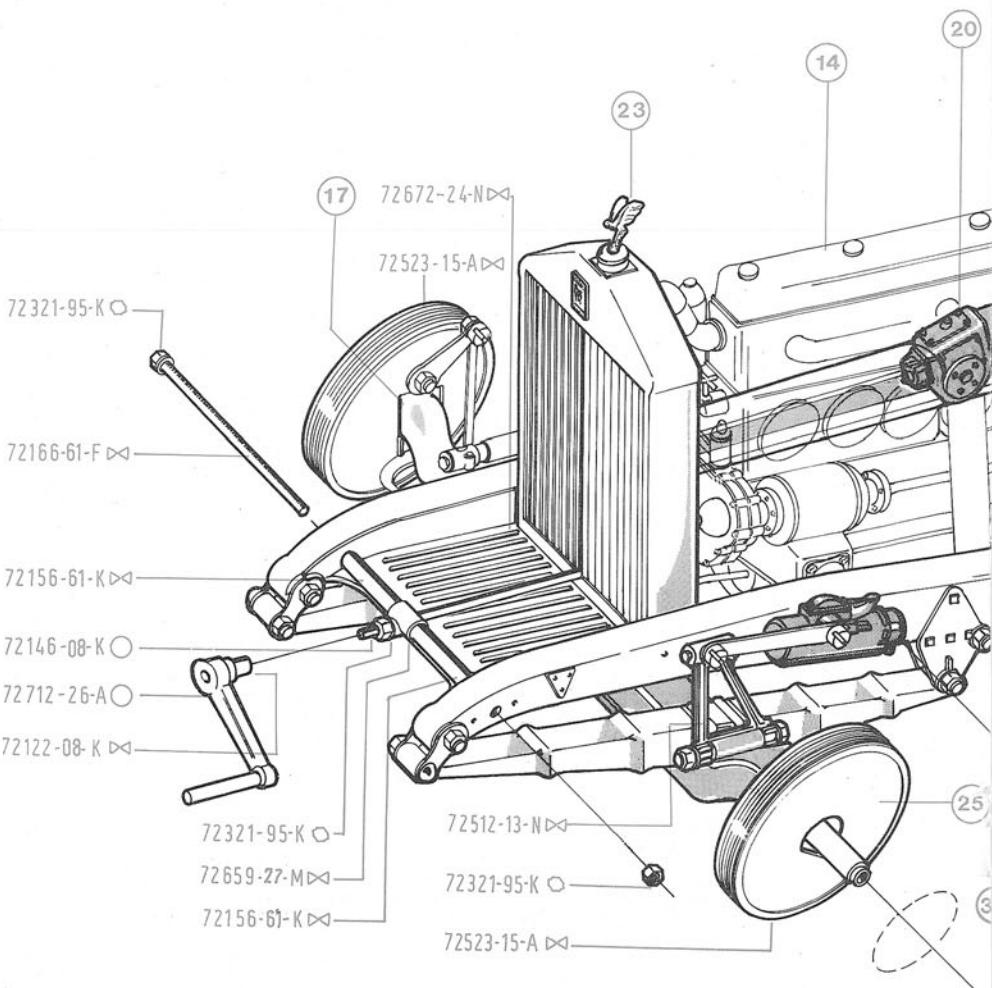
Den Betrieb der einzelnen elektrischen und mechanischen Teile 73312 kontrollieren.

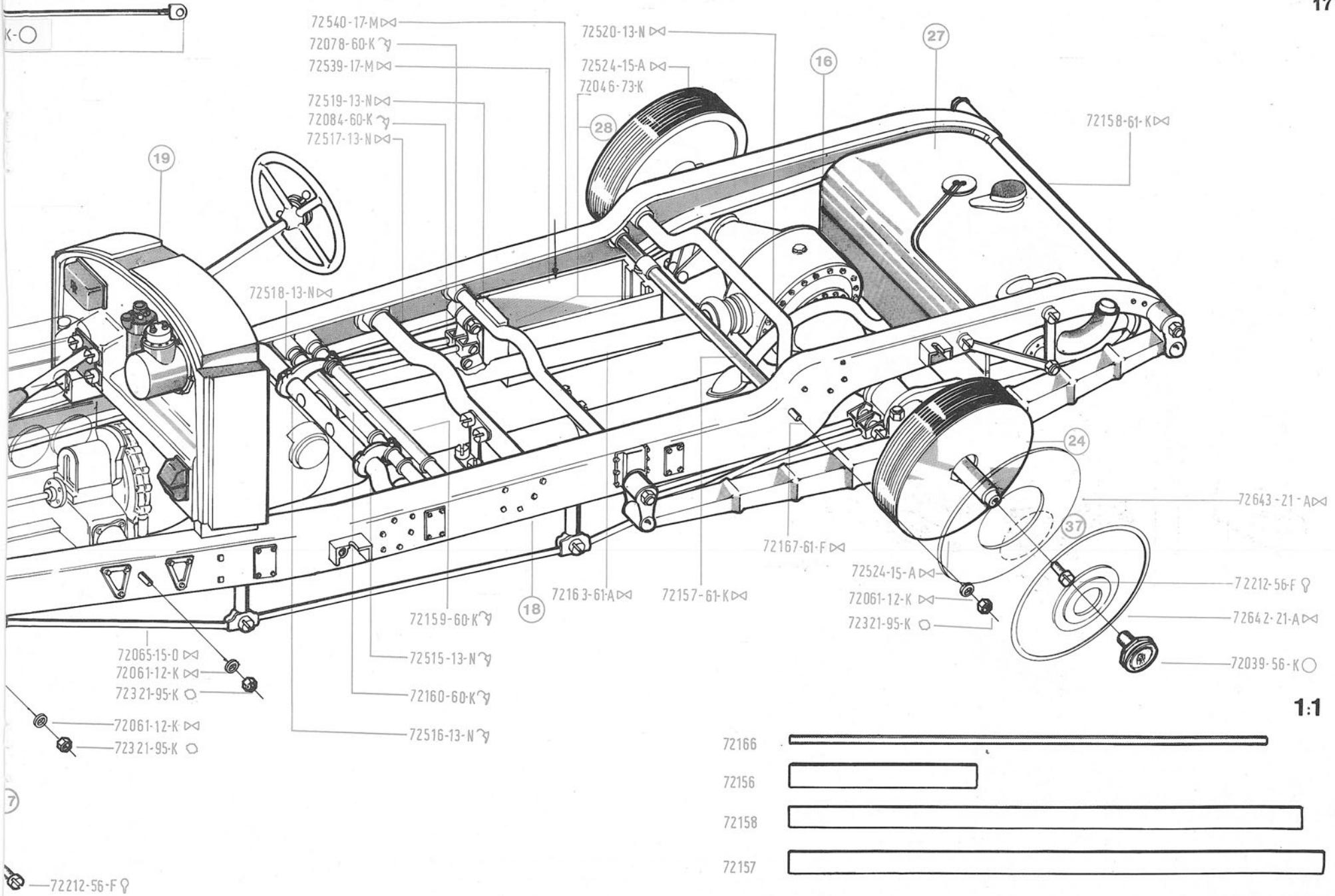
Den Betrieb der einzelnen elektrischen und mechanischen Teile /2212 Roh.
Die kompletten Räder nach Abb. Nr. 37 mittels der Schrauben montieren.

Auf Wunsch können Sie wie seinerzeit üblich die Raddeckel 72642 und 72643 anbringen.

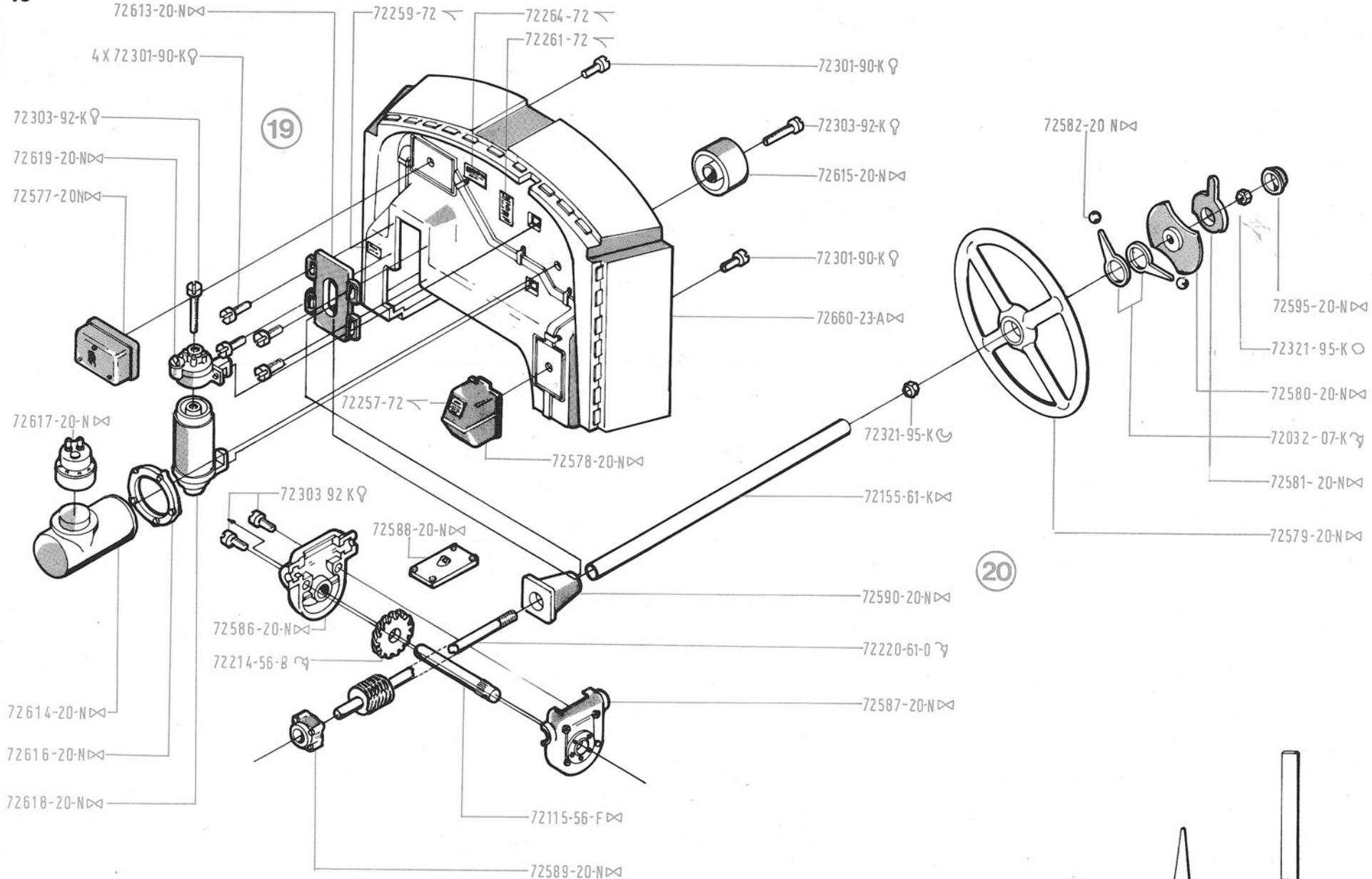


1:1





18

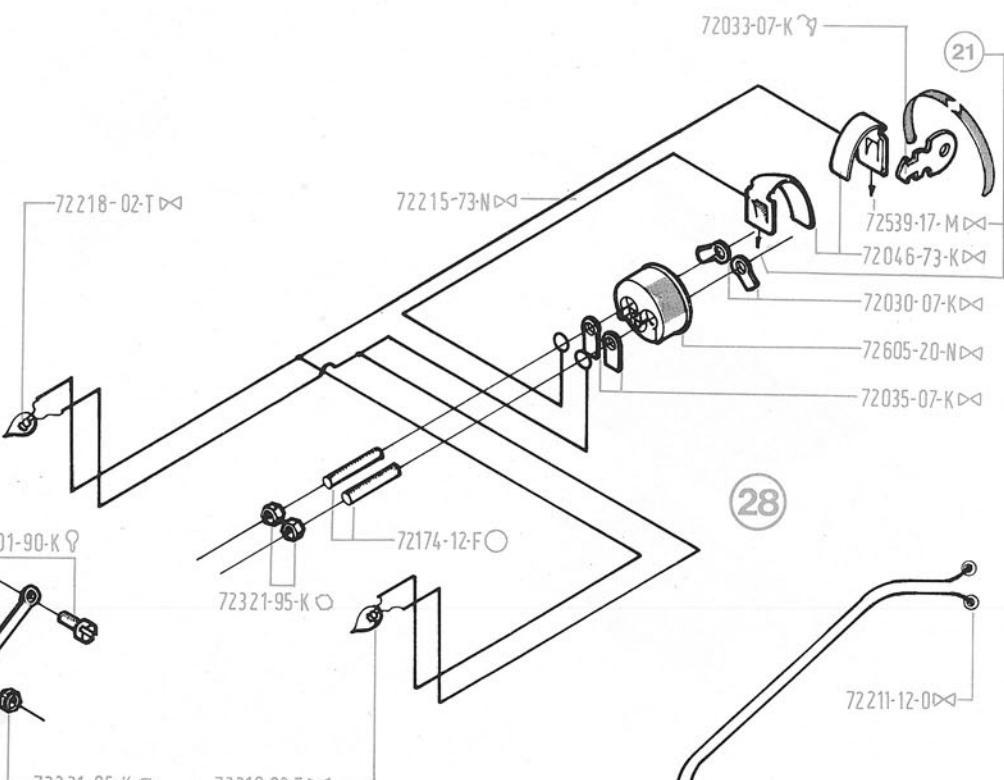
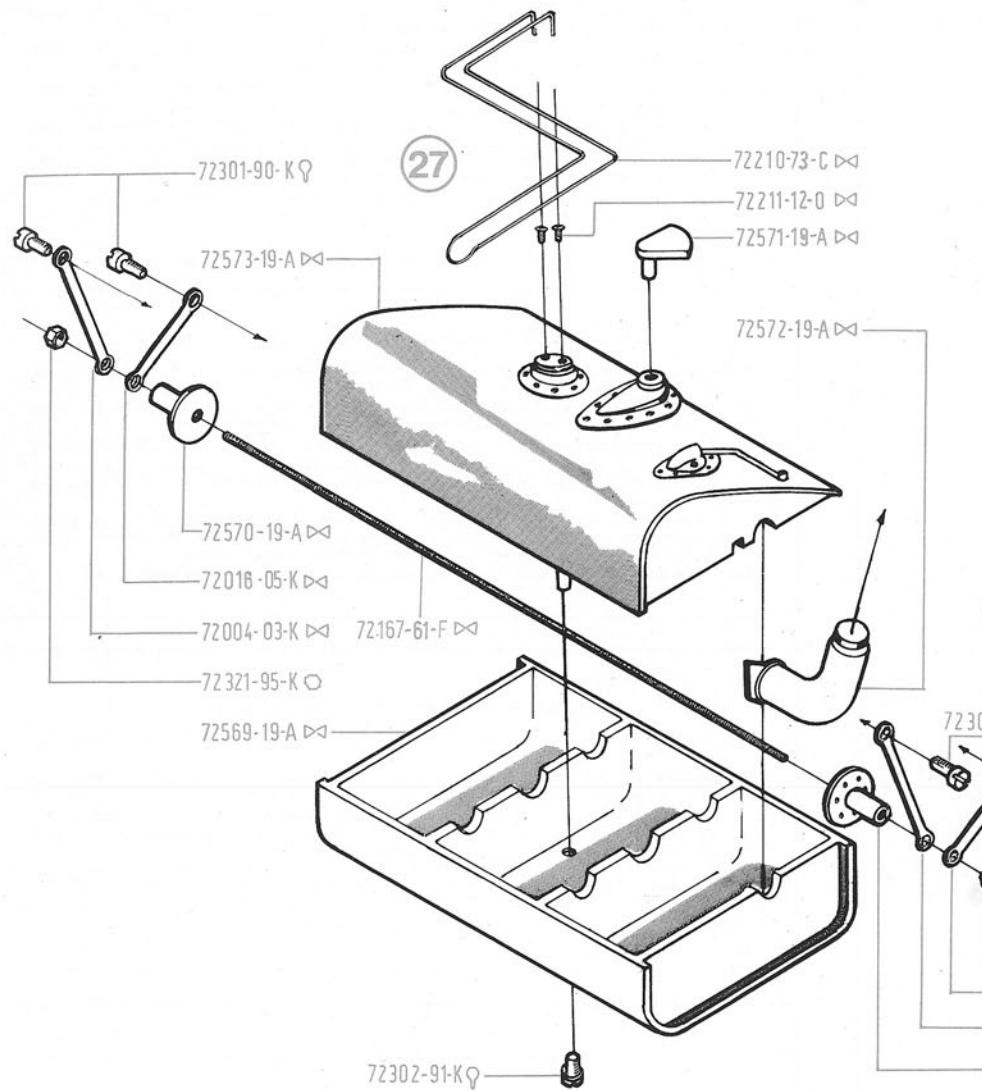


1:1

72032

72115

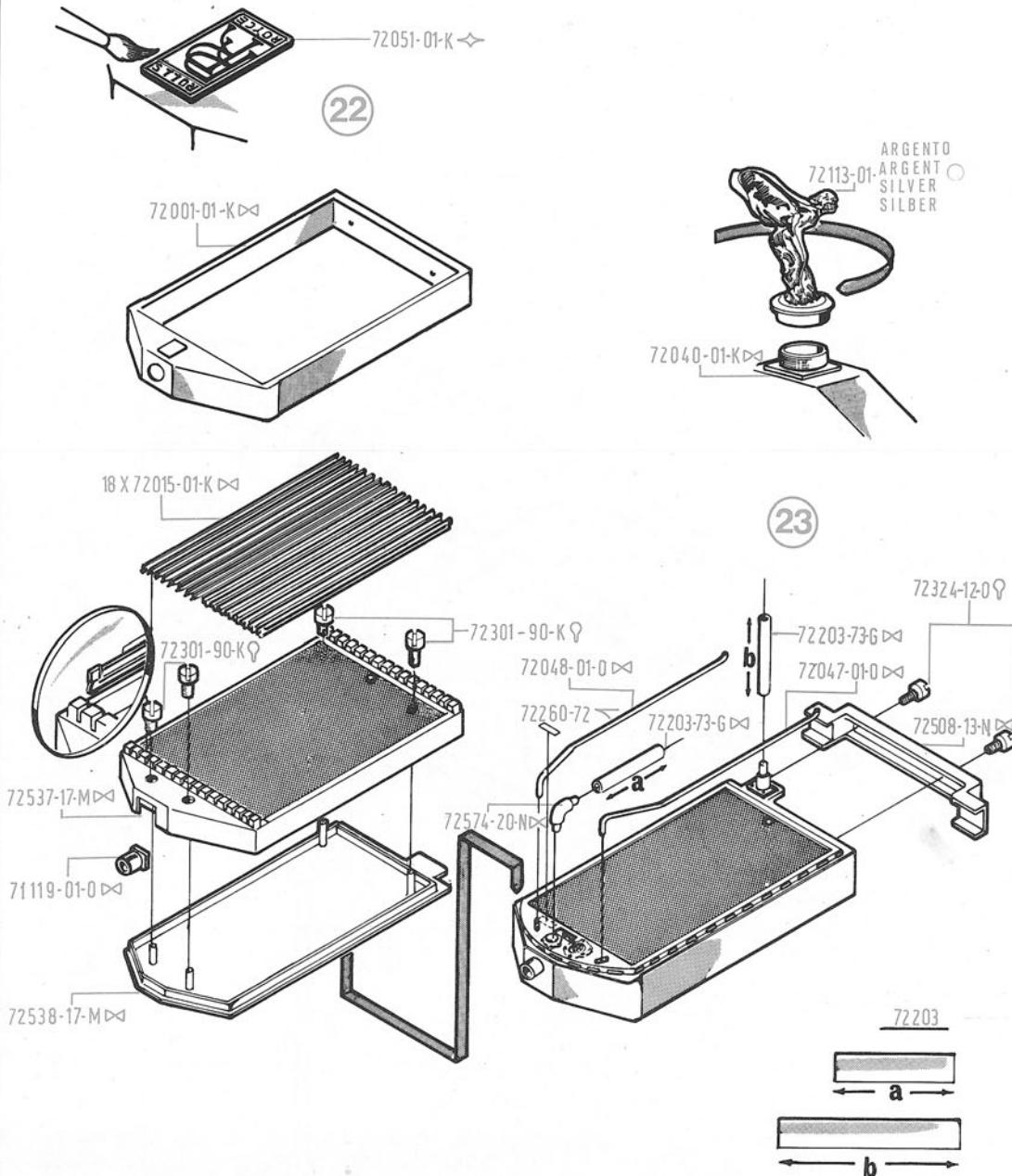
72155



72167

72210

1:1



MONTAGGIO ORGANI DEL FRENO - DIS. 24-25-26

- Tagliare la molla 72207 in vari spezzoni come da disegno 1:1 (0-00-000) e piegarne le estremità in modo da ricavare gli occhielli.
 - Montare tutti i pezzi iniziando dal fissaggio delle molle 72207 sui ceppi 72646-72645-72644 a mezzo di rifollatura (vedere sistema dd pagina 7).
 - Con lo stesso sistema fissare le leve di comando e di regolazione 72025-72026-72043.
 - Montare le cammes di comando 72657 in modo da bloccarle ai relativi alberini facendo attenzione che siano regolate in posizione corretta per la manovra di apertura dei ceppi. La regolazione di apertura dei ceppi avviene piegando opportunamente le leve di comando nei punti segnati con le frecce R nel disegno 1:1. In posizione di riposo i tamburi e quindi le ruote devono ruotare liberamente.
- Tutto il sistema di leveraggio completo è chiaramente illustrato nel disegno 26.

MONTAGES DES ORGANES DE FREINAGE - DESSINS N. 24-25-26

- Couper en différents morceaux le ressort 72207 selon le dessin 1:1 (0-00-000) et en plier les extrémités afin d'obtenir les anneaux.
 - Monter tous les morceaux en commençant par fixer les ressorts 72207 sur les cales de roue 72646-72645-72644 à l'aide du refoulage (voir système page 7).
 - Selon le même système fixer les leviers d'écartement et de régulateur 72025-72026-72043.
 - Monter les chemises de commande 72657 de manière à les bloquer aux tiges correspondantes en assumant la position exacte requise pour la manœuvre d'ouverture des cales de roue.
La régulation d'ouverture des cales de roue advenit en pliant opportunément les leviers de commande aux points indiqués par la flèche R du dessin 1:1. En position repos, les tambours et, en conséquence les roues, doivent tourner librement.
- Tout l'ensemble complet des leviers est clairement illustré sur le schéma n. 26.

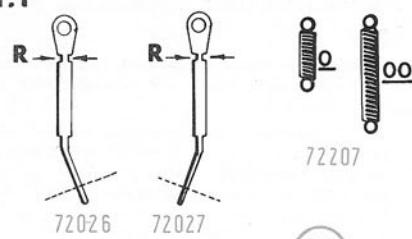
ASSEMBLY OF BRAKING SYSTEM - DRAWINGS 24-25-26

- Cut the various spring sections 72207 as in the 1:1 drawing (0-00-000) and bend their ends to make eyelets.
 - Assemble all the parts, starting with the attachment of the springs 72207 on the blocks 72646-72645-72644 by means of the upsetting system dd illustrated on page 7.
 - Use the same system to fix the operating and adjustment levers 72025-72026-72043.
 - Assemble the drive cams 72657 so as to lock them on their respective shafts. Make sure that they are set in the correct position to open the blocks. Adjustment of the opening of the blocks is obtained by bending the operating levers as required at the points marked with the arrows «R» on the 1:1 drawing. In the idle position, both the drums and the wheels should turn freely.
- The leverage system is shown in its entirety in drawing 26.

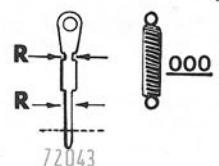
ZUSAMMENBAU DER BREMSORGANE ABB. 24-25-26

- Die Federstücke 72207 im Maßstab 1:1 (0-00-000) zur Abbildung zerteilen und deren Enden umbiegen, um entsprechende Augen zu formen.
 - Alle Teile montieren, indem man mit dem Befestigen der Federn 72207 an den Backen 72646-72645-72644 beginnt und die Einzelteile staucht (siehe System dd Seite 7).
 - Nach demselben Verfahren die Brems- und Stellhebel 72025-72026-72043 anbefestigen.
 - Die Steuernocken 72657 montieren und auf ihren Wellen festsetzen; dabei beachten, dass sie richtig eingestellt sind und das Öffnen der Backen erlauben.
Zum Einstellen der Backenöffnung sind die Bremshebel an den in der Abbildung mit Pfeilen R angezeichneten Stellen entsprechend zu verbiegen. In der Ruhestellung müssen die Brems trommel und die Räder frei drehen können.
- Das ganze Hebelsystem ist in der Abbildung Nr. 26 eindeutig dargestellt.

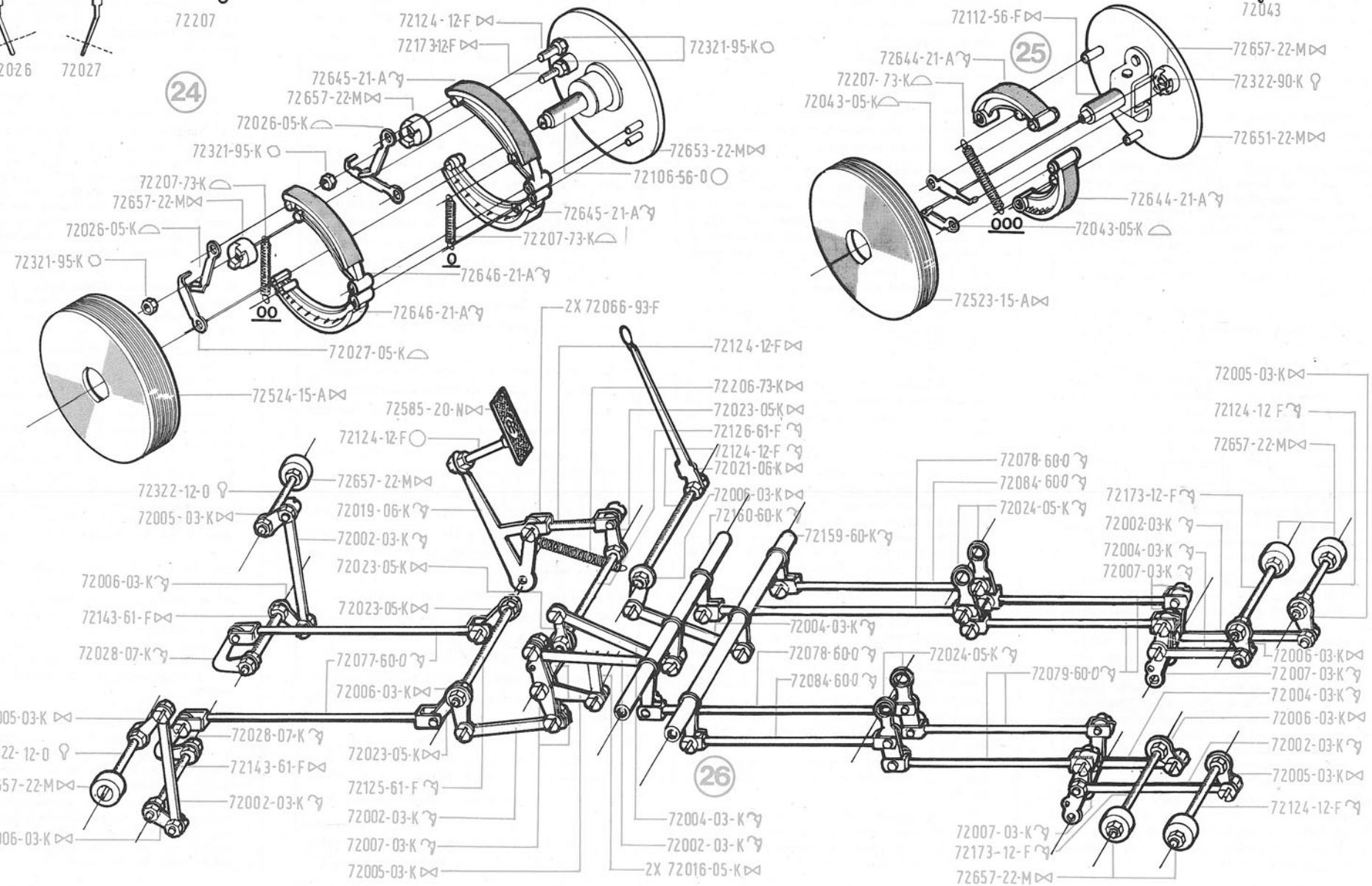
1:1



1:1



21



MONTAGGIO DELLE RUOTE
DIS. 29-37

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. 29 montare il primo anello di metallo (72011) con il primo di plastica (72637) e fissarli insieme con le 3 viti (72301), capovolgerlo ed infilare entrambi ed il mozzo (29) nella mascherina di montaggio (72647) (Dis. 30).

A questo punto incominciate a sistemare la prima serie di raggi seguendo lo schema del dis. 31 e cioè come segue:

— infilare un'estremità del primo raggio (72053) 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 (72180) (dis. B) il quale dovrà entrare per metà nell'alloggiamento forzando leggermente (dis. C).

Seguendo lo stesso sistema sistemate un altro raggio che deve entrare nell'alloggiamento N. 2 e così via fino al N. 28.

Per facilitare questa operazione il dis. 31 è riprodotto in grandezza naturale e quindi appoggiatevi sopra le varie parti si può seguire con precisione la esatta posizione di tutti i raggi.

Dopo aver sistemato tutta questa prima serie di 28 raggi bisogna bloccarli come da dis. 32 e cioè fissandogli sopra il secondo anello di metallo (72010) ed il rispettivo anello in plastica (72638) e bloccando il tutto con le 3 viti (72302). 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 (72054) come da dis. 33 seguendo lo stesso ordine e lo stesso sistema già eseguiti per i precedenti tenendo presente che la numerazione di questi raggi va dal N. 29 al N. 56. Bloccare quindi questa seconda serie di raggi come specificato nel dis. 34 tenendo cura di avvitare la valvola (72101) nel relativo foro dell'anello (72009). Sistemare quindi la terza serie di raggi (72055) come da dis. 35 seguendo lo stesso ordine e lo stesso sistema già eseguiti per i precedenti tenendo presente che la numerazione di questi raggi va dal N. 57 al N. 80 e bloccarli con l'ultimo anello (72011) avvitando le tre viti (72301) (dis. 36).

Sfilare quindi la ruota finita dalla mascherina e montare il relativo pneumatico dis. 37 avendo cura di non fare delle pressioni nel mozzo per non correre il rischio di sforzare i raggi e quindi deformare la ruota stessa.

MONTAGE DES ROUES
DESSIN N. 29-37

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 29, joindre la première jante métallique (72011) au premier cercle de plastique (72637) à l'aide de trois vis (72301). Placer ces deux dernières pièces maintenant unies ainsi que le moyeu 29 dans le gabarit de montage (72647) (Dessin 30).

La première série des rayons peut maintenant être disposée selon schéma du dessin 31 à savoir:

— Insérer une extrémité du premier rayon (72053) dans l'une des cavités du moyeu (dessin A) et visser de telle façon que l'autre extrémité puisse être facilement serrée dans le logement correspondant (No. 1) du cercle en plastique. Tenir également compte de la tringle (72180) (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 système avec le rayon suivant qui prendra place dans la cavité No.2 et ainsi de suite jusqu'au No. 28.

Afin de faciliter ce travail, le dessin No. 31 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 28 rayon, assurer leur fixation définitive selon dessin 32 en apposant la seconde jante métallique (72010) ainsi que le cercle en plastique correspondant (72638) tout en bloquant le tout avec les 3 vis (72302). 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 (72054) selon dessin 33 en suivant le même ordre et le même système que précédemment tenant compte toutefois que les rayons sont numérotés de 29 à 56. Bloquer la seconde série de rayons selon indications du dessin 34 tout en ayant soin de visser la valve (72101) dans le logement prévu à cet effet (72009). Procéder à la pose de la troisième série de rayons 72055 selon dessin 35 suivant toujours le même ordre et le même système mais en employant cette fois-ci les rayons numérotés de 57 à 80. Bloquer ceux-ci à l'aide de la dernière jante métallique (72011) par l'intermédiaire de 3 vis (72301) (dessin 36).

Prélever le gabarit de montage et procéder à la fixation du pneu (dessin 37) tout en ayant soin de ne pas opérer de pression sur le moyeu afin d'éviter une déformation des rayons.

ASSEMBLY OF THE WHEELS DIAGRAMS No. 29-37

Assemble the wheels according to the following instructions; the wheel assembly does not present any difficulty. It only needs a little patience and care:

— Having assembled the wheel hub as shown on diagram 29 join the first metal ring (72011) to the first plastic ring (72637) using three screws (72301). Now turn over it and place these two completed part and the hub 29 into the assembly jig (72647) (diagram 30).

The first series of spokes can now be laid out according to diagram 31:

— Fit the end of the first spoke (72053) into one of the hub's cavities (Diagram A) and screw in so far allowing the other end to be easily sprung into the corresponding cavity (No. 1) in the plastic ring. Take into account the rod which one will slightly force into circle's lodging (72180) (Diagram B), up to about half its length (Diagram C).

— Proceed in the same way with the next spoke which will take its place in cavity No. 2 and so on up to No. 28.

— In order to facilitate this operation the diagram 31 has been reproduced in actual size, therefore by placing the different parts on it, one can find each spoke in exact position.

— Having set out the first series of 28 spokes fix them definitively as shown on diagram 32 by placing the second metal ring (72010) and the corresponding plastic ring (72638) onto them. Screw together with the three appropriate screws (72302). Make sure that the little semi-circular hollows on the three plastic ring all line up.

— Now the second series of spokes (72054) can be set on in accordance with diagram 33 following the same procedure as before. Remember that the spokes are now numbered 29-56.

— Fix the second series of spokes according to instructions on diagram 34 and screw the valve (72101) into the hole provided (72009).

— Proceed to set out the third series of spokes (72055) as described on diagram 35. Spoke number 57-80. These should be fixed with the last metal ring (72011) by means of three screws (72301) (Diagram 36).

— Now take the jig away and proceed to fit the tyre (Diagram 37) taking care not to exert any pressure on the hub so as to avoid bending the spokes.

MONTAGE DER RÄDER - ZEICHNUNG Nr. 29-37

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

— Nach Zusammenbau der Radscheibe gemäß Zeichnung 29 fügt man den ersten Metallring (72011) und den ersten Plastikring (72637) zusammen und befestigt beide mit den drei Schrauben (72301). Beide Teile und die Radscheibe setzt man dann auf die Montagevorrichtung (72647) (Zeichnung 30).

Jetzt bereitet man den ersten Satz Speichen gemäß Schema auf Zeichnung 31 vor, und fährt wie folgt fort:

— Das eine Ende der Speiche (72053) 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 (72180) (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, welche in die vorgesehene Halterung Nr. 2 eingefügt werden muß und so fährt man fort bis Nr. 28.

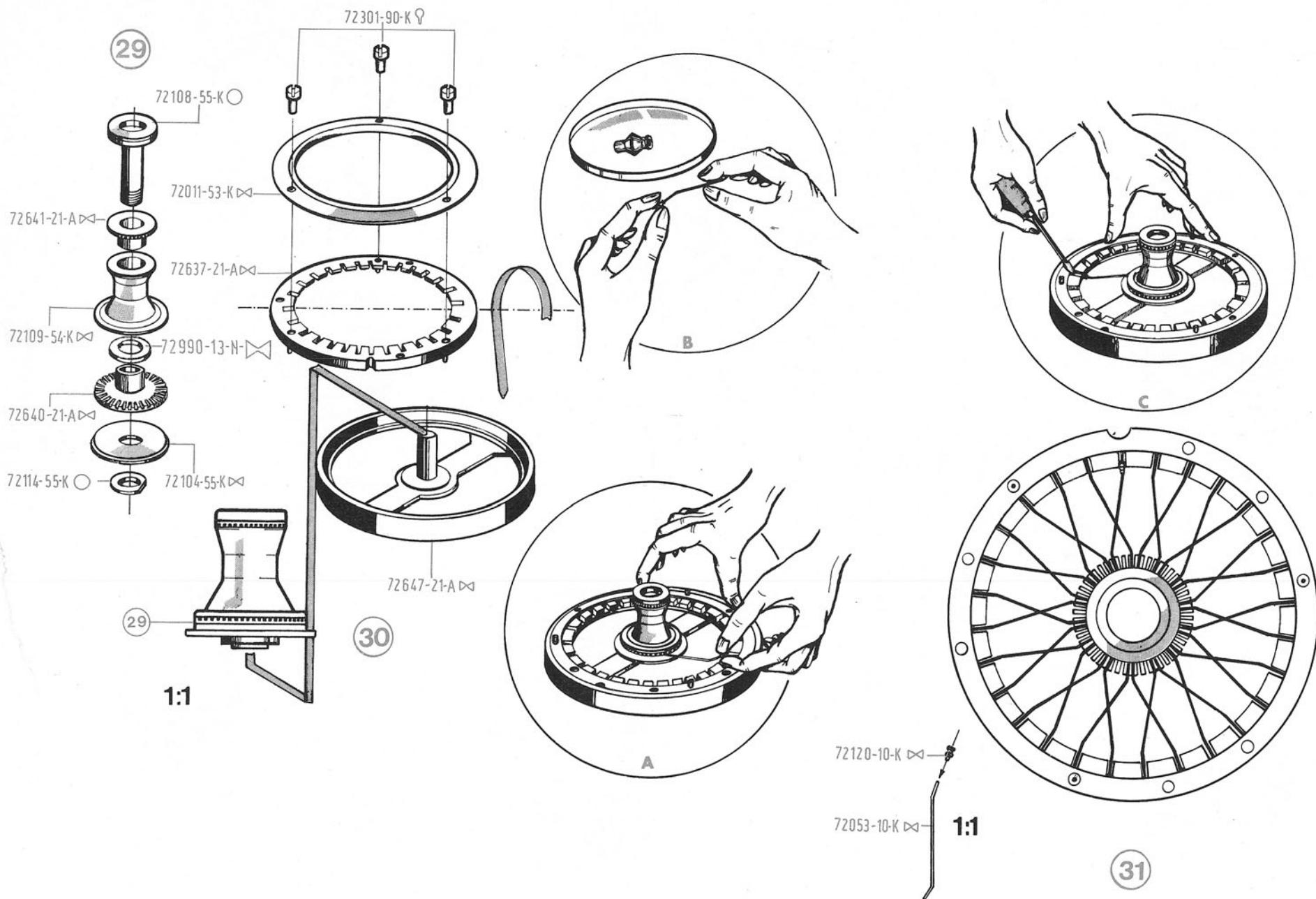
Um diesen Vorgang zu erleichtern, ist Zeichnung 31 in natürlicher Größe wiedergegeben und man kann durch leichten Druck auf die verschiedenen Teile die genaue Position aller Speichen erreichen.

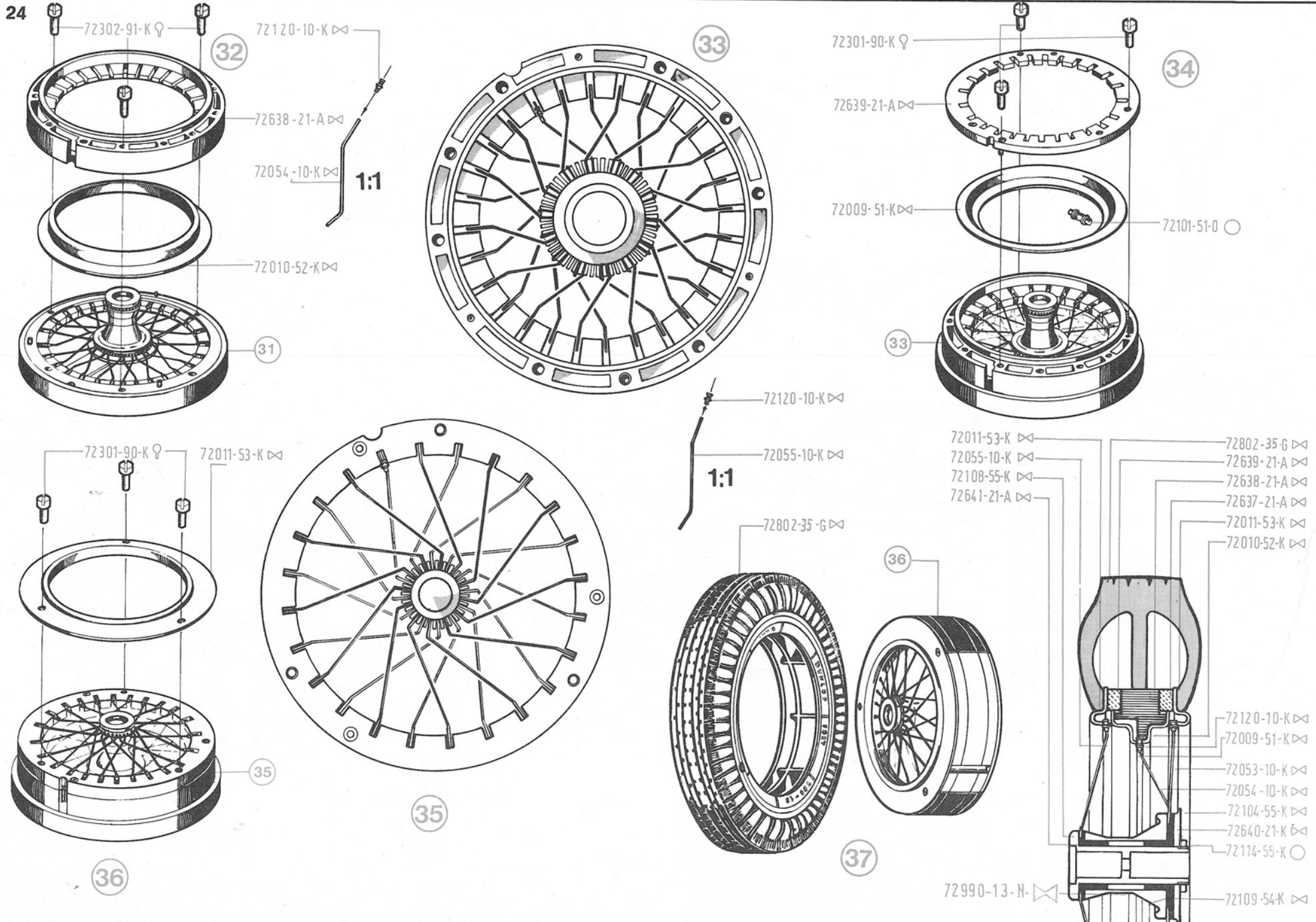
Nachdem man diese erste Serie von 28 Speichen montiert hat, werden sie gemäß Zeichnung 32 arretiert, das heißt man befestigt sie auf dem zweiten Metallring (72010) und dem entsprechenden Plastikring (72638) und befestigt alles mit drei Schrauben (72302). Es ist besonders darauf zu achten, daß die kleinen, 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 (72054) vorbereiten und in Anlehnung an Zeichnung 33 nach dem oben beschriebenen Schema montieren; es handelt sich bei diesem Arbeitsgang um die Speichen Nr. 29 - Nr. 56. Die zweite Serie Speichen wird wie auf Zeichnung 34 angegeben arretiert und das Ventil (72101) in die dafür vorgesehene Öffnung des Ringes (72009) eingeschraubt.

Jetzt wird die dritte Serie Speichen (72055), Nr. 57 bis Nr. 80, vorbereitet und gemäß Zeichnung 35 in der gleichen Reihenfolge, wie bereits oben beschrieben, angebracht. Alles wird mit dem letzten Ring (72011) arretiert und mit drei Schrauben (72301) befestigt. (Zeichnung 36).

Jetzt wird das Rad von der Montagevorrichtung abgenommen und der Reifen (Zeichnung 37) aufgezogen. Bitte üben Sie hierbei keinerlei Druck auf die Radscheibe aus, damit die Speichen nicht verbiegen und sich das Rad deformiert.





MONTAGGIO DELLA CARROZZERIA
DIS. 39

Per il montaggio della carrozzeria procedere nel seguente modo:

- 1) Staccare le porte stampate con la fiancata con l'aiuto di un coltello, per una perfetta rifinitura raschiare e rifinire con carta vetro i bordi della porta 72753 e della fiancata della carrozzeria 72752.
- 2) Montare il cursore della serratura 72744, il perno per le maniglie 72745, le due cerniere 72208, il vetro 72766, l'ingranaggio per il vetro 72746. Fissare il tutto con il pannello della porta in finto legno 72790 e le relative viti 72301.
- 3) Montare la maniglia interna 72748 e assicurarsi del funzionamento della serratura, montare la parte interna in finta pelle 72793 che completa la porta, montare ancora la manovella dell'alzavetro 72747 e controllarne il funzionamento. La porta è così pronta da montare sulla fiancata.
- 4) Dopo aver montato, come indicato sul disegno, l'indicatore di direzione 72806 e le cerniere uscenti dalla porta, applicare sulla fiancata 72752 il pannello 72789 di finto legno e fissarlo con le relative viti 72301. Assicurarsi che la porta funzioni perfettamente. Seguire lo stesso metodo per montare l'altra fiancata.
- 5) Applicare il tetto 72786 per mezzo delle quattro viti 72219 facendo attenzione a non deformarlo. Montare ora il parabrezza completo dis. 38 per mezzo delle quattro viti 72302 fissandolo nella giusta posizione. Per assicurare una maggior solidità ed indeformabilità alla carrozzeria, consigliamo di rinforzare i punti di congiunzione dei vari pezzi con del collante per plastica.
- 6) Montare quindi la capote avvolgibile 72794 per mezzo della centina 72782 e delle tre viti 72302.
- 7) Montare i sedili anteriori 72776 con la finta pelle 72795 come illustrato nel disegno 42, fissarli per mezzo delle viti 72301 al pianale 72800 facendo attenzione a mettere al suo posto, come specificato sul disegno 42, il tappeto di panno 72221. Il pianale così preparato 72800 verrà fissato per mezzo delle sei viti 72301 alle parti della carrozzeria precedentemente montate. Assicurarsi che la scocca sia montata perfettamente e rinforzare tutte le parti con collante per plastica.
- 8) Il baule è fissato alla carrozzeria per mezzo di due viti 72301 nella parte interna ed ai parafanghi posteriori con due viti 72301 montate inferiormente.
- 9) I parafanghi posteriori 72737-72738 sono fissati alla carrozzeria per mezzo di due viti 72301 per parte.
- 10) Il montaggio della ruota di scorta dis 37, della targa 72044-72676, delle luci posteriori 72804, dei fermagli di chiusura del baule 72064, è chiaramente illustrato sul disegno 45.
- 11) Il montaggio del cofano è illustrato nel disegno 40.
- 12) I parafanghi anteriori 72740 sono tenuti a posto dai dadi 72321-72302 come illustrato nel disegno 44.

MONTAGE DE LA CARROSSERIE
DESSIN N. 39

Pour le montage de la carrosserie, procéder de la façon suivantes:

- 1) Détailler les portes des parties latérales à l'aide d'un couteau, et pour obtenir un parfait finissage, polir avec du papier de verre les bords des portes 72753 et les cotés de la carrosserie 72752.
- 2) Monter le curseur de la serrure 72744, l'axe des poignées 72745, les deux charnières 72208, la glace 72766, l'engrenage de la glace 72746, fixer le tout à l'aide du panneau en faux bois de la porte 72790 et les vis correspondantes 72301.
- 3) Monter la poignée interne 72748 et s'assurer du parfait fonctionnement de la serrure, monter la partie intérieure en fausse peau 72793 qui complète la porte, monter encore la poignée du lève-vitre 72747 et en contrôler le bon fonctionnement. La porte est alors prête à être montée sur le côté de l'automobile.
- 4) Après avoir monté, selon les instructions du schéma, l'indicateur de direction 72806 et les charnières externes de la porte, appliquées sur le côté 72752 le panneau 72789 de faux bois et l'avoir fixé avec les vis appropriées 72301 s'assurer que la porte fonctionne parfaitement. Suivre les mêmes instructions pour monter l'autre côté.
- 5) Appliquer le toit 72786 à l'aide de quatre vis 72219 en faisant attention de ne pas le déformer. A présent monter le pare-brise (dessin 38) complet à l'aide de quatre vis 72302, en le fixant dans la position exacte requise. Afin d'assurer une plus grande solidité de la carrosserie et l'empêcher de se déformer, nous conseillons de renforcer les points de jonction avec de la colle pour matière plastique.
- 6) Monter alors la capote dépliante 72794 à l'aide de la courbure 72782 et des trois vis 72302.
- 7) Monter les sièges avant 72776 recouverts de fausse peau 72795 comme sur le dessin n. 42, les fixer à l'aide de vis 72301 au plancher 72800 selon la position exacte requise, dessin n. 42, le tapis 72221. Le plancher ainsi préparé 72800 sera fixé par six vis 72301 à la carrosserie préalablement montée. S'assurer que la carrosserie soit parfaitement montée et renforcer toutes les différentes parties avec de la colle pour matière plastique.
- 8) Le coffre est fixé à la carrosserie au moyen de deux vis 72301 dans la partie intérieure et aux pare-chocs arrière par deux vis 72301 montées par en dessous.
- 9) Les garde-boue arrière 72737-72738 sont fixés à la carrosserie par deux vis 72301, situées de chaque côté.
- 10) Le montage de la roue de secours dessin 37, de la plaque d'immatriculation 72044-72676, des feux arrière 72804, des étriers de fermeture du coffre 72064 est clairement illustré sur le schéma 45.
- 11) Le montage du capot est illustré sur le dessin 40.
- 12) Les garde-boue avant 72740 sont maintenus par des écrous 72321-72302 comme sur le dessin 44.

ASSEMBLY OF THE COACHWORK - DRAWING 39

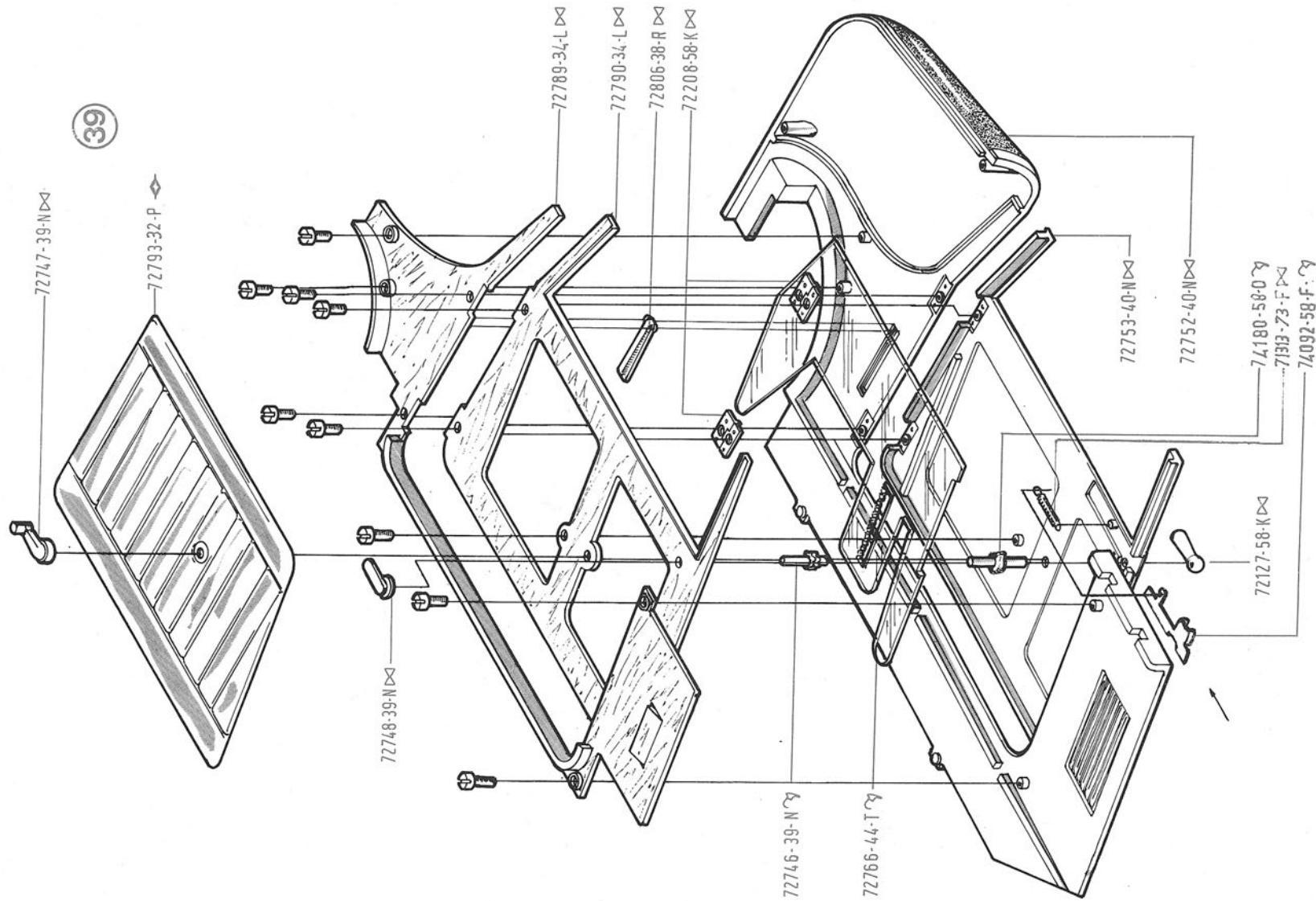
The coachwork is assembled in the following order:

- 1) Use a knife to remove the moulded doors and sides. For a perfect finish, scrape down and sandpaper the edges of each door 72753 and side piece of the coachwork 72752.
- 2) Assemble the lock slider 72744 the pin for the handles 72745, the two hinges 72208 the window 72766, the gearing for the window 72746. Attach the whole assembly to the imitation wood door panel 72790 by means of the screw 72301.
- 3) Assemble the inside handle 72748 and check the operation of the lock, assemble the inside section in imitation leather 72793 which completes the door, assemble the window-regulator 72747 handle and check its operation. The door is now ready for mounting on the side.
- 4) Assemble (as shown on the drawing) the direction indicator 72806 and the projecting door hinges. Fit the imitation wood panel 72789 on the side 72752 and attach with the screws 72301. Check that the door works perfectly. Assemble the other side in the same way.
- 5) Assemble the roof 72786 by means of the four screws 72219 taking care not to bend it. Assemble the complete windscreen drawing 38 by means of the four screws 72302. Make sure that its position is correct. To increase the steadiness and non-deformability of the coachwork, the reinforcement of the various junction points between the different pieces, with a glue for use with plastics is recommended.
- 6) Assemble the roll-down top 72794 by means of the crosspiece 72782 and the three screws 72302.
- 7) Assemble the front seats 72776 with the imitation leather 72795 (as shown on the drawing 42) and attach them by means of the four screws 72301 to the floor 72800. Fix the cloth carpet 72221 in place (as shown in drawing 42). The floor 72800 is now attached by means of the six screws 72301 to the coachwork parts as already assembled. Check that the body is perfectly assembled before reinforcing all parts with glue suitable for use with plastics.
- 8) The boot is fitted to the coachwork by means of two screws 72301 on the inside and to the rear mudguards by two screws 72301 applied from below.
- 9) The rear mudguards 72737-72738 are attached to the coachwork by means of two screws each 72301.
- 10) The assembly of the spare wheel drawing 37, number-plate 72044-72676 rear lights 72804 and boot locking straps 72064 is clearly illustrated in drawing no. 45.
- 11) Assembly of the bonnet is illustrated in drawing no. 40.
- 12) The front mudguards 72740 are held in place by nuts 72321-72302, as shown in drawing no. 44.

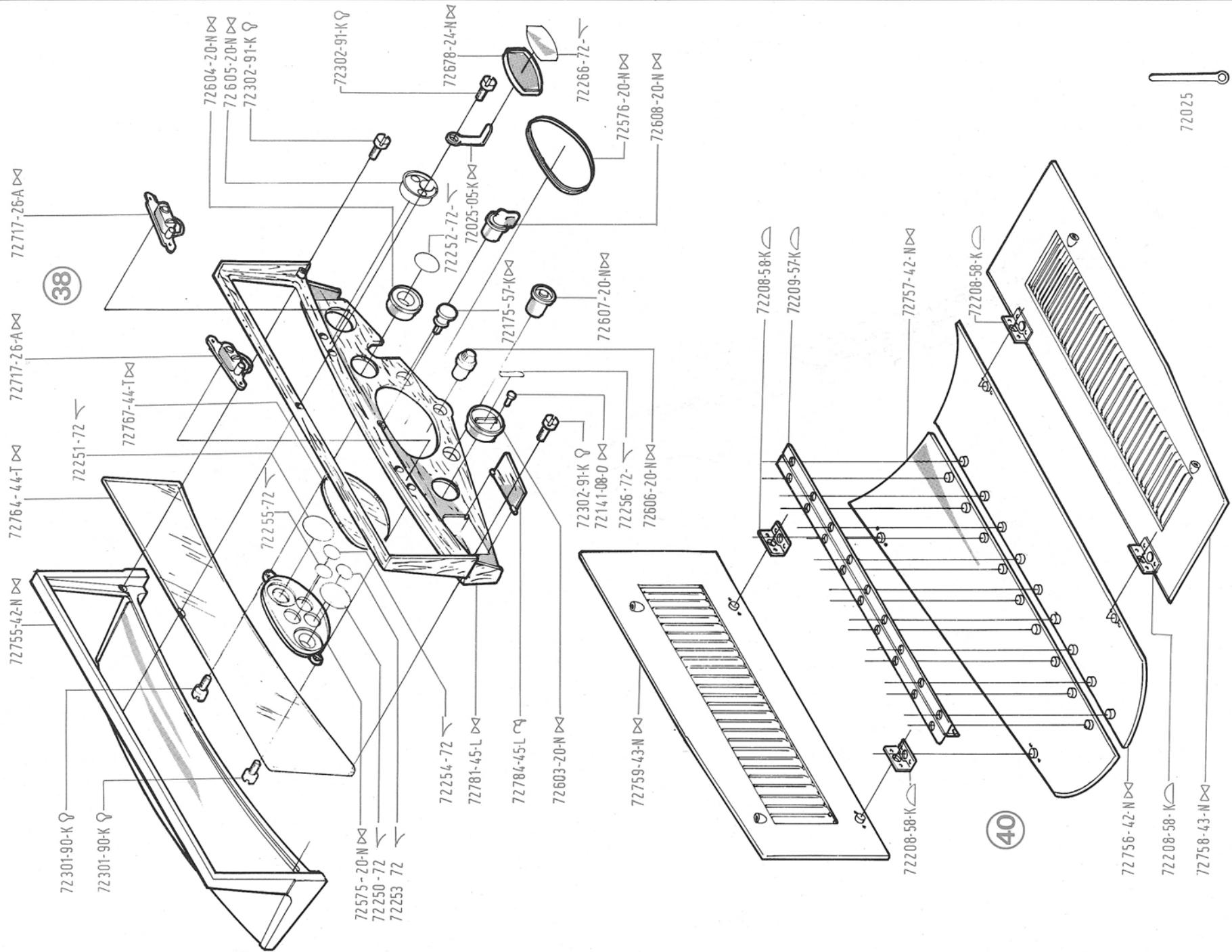
ZUSAMMENBAU DER KAROSSE - ABB. 39

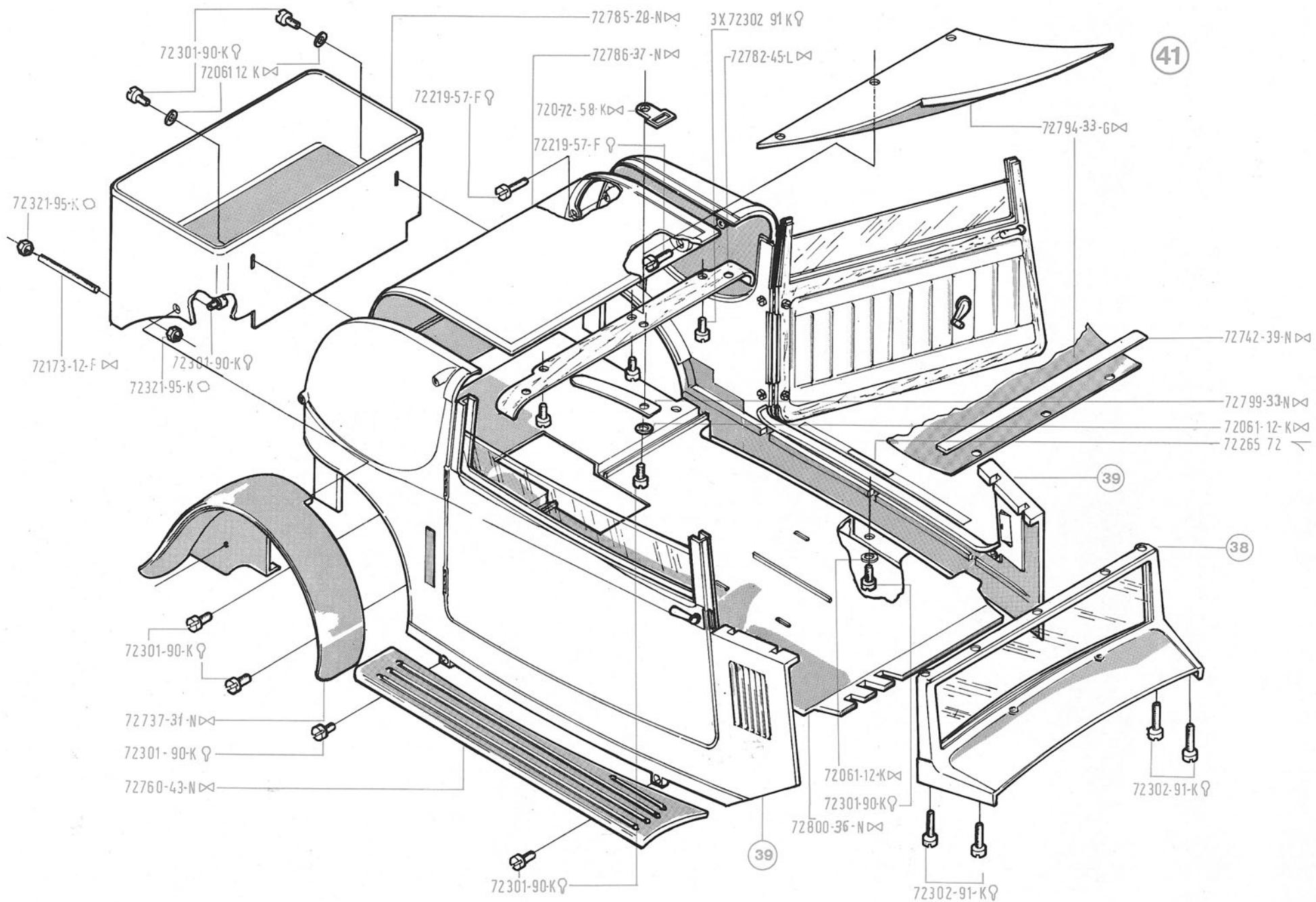
Zum Zusammenbauen der Karosserie gehe man wie folgt vor:

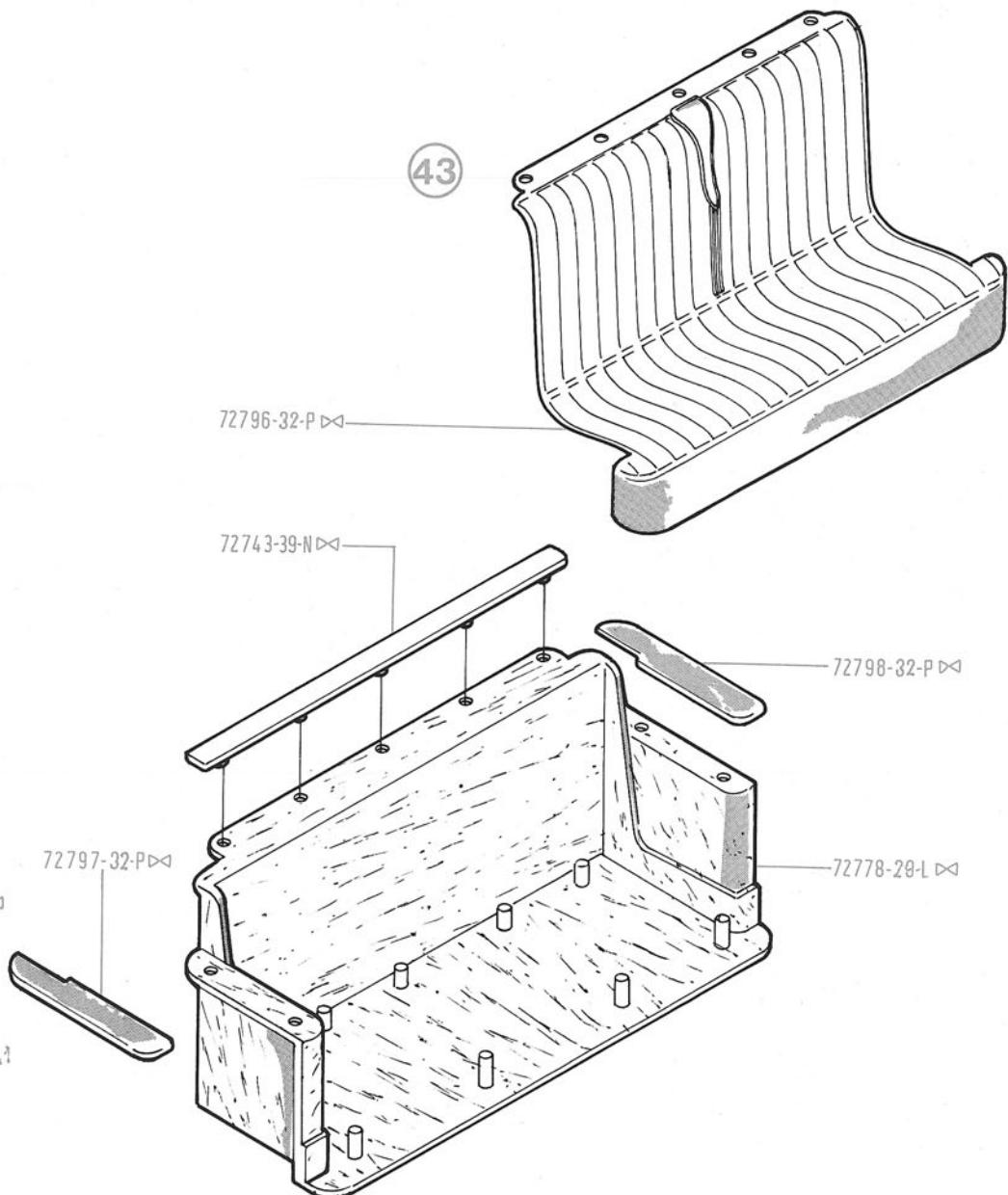
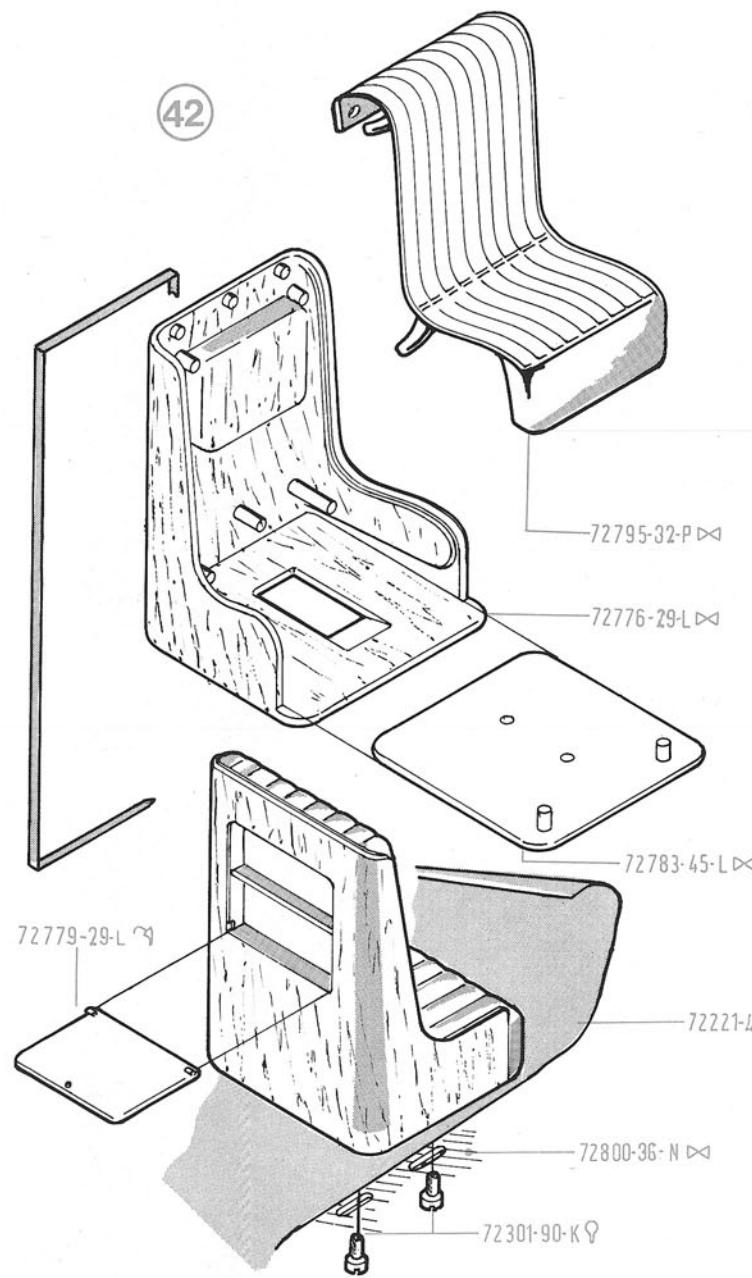
1. Die Türen samt der Seitenwand mittels eines Messers abtrennen, die Gratbildung abschaben, die Kanten der Tür 72753 und der Seitenwand 72752 mit Schleifpapier nacharbeiten.
2. Den Schlossläufer 72744 den Handgriffbolzen 72745 die beiden Scharniere 72208 die Glasscheibe 72766, das Zahnräder für die Scheibe 72746 montieren. Das ganze mit der Verkleidung aus nachgeahmtem Holz 72790 und den Schrauben 72301 festsetzen.
3. Den Innengriff 72747 montieren und das Schloss auf Gängigkeit kontrollieren. Kunstlederverkleidung anbringen 72793, die Fensterheberkurbel 72747 montieren und den Fensterheber auf Betrieb probieren. Somit kann die Tür an die Seitenwand angebracht werden.
4. Nach Anbringen des Richtungsanzeigers 72806 wie im Bild dargestellt und ebenso der nach aussen vorstehenden Scharniere, die Verkleidung 72789 in Holznachahmung mittels der Schrauben 72301 an die Seitenwand 72752 anbringen. Die Tür soll einwandfrei funktionieren. In derselben Weise ist die andere Seitenwand zu montieren.
5. Das Dach 72786 mittels der vier Schrauben 72219 anbringen und dabei nicht verformen. Nur die komplette Windschutzscheibe Abb. 38 mittels der vier Schrauben 72302 in der richtigen Stellung anbefestigen. Um eine grösitere Festigkeit und Formbeständigkeit der Karosserie zu erzielen, sollen die Verbindungsstellen mit Plastikkleim bestrichen werden.
6. Das Klappverdeck 72794 mittels des Spriegels 72782 und der drei Schrauben 72302 anbefestigen.
7. Die Vordersitze 72776 mit dem Kunstlederüberzug 72795 wie in der Abbildung 42 gezeigt einsetzen, mit den Schrauben 72301 am Boden 72800 befestigen, wobei wie in der Abbildung 42 gezeigt, auch die Bodenmatte 72221 richtig eingelegt werden soll. Der so vorbereitete Boden 72800 wird mit den sechs Schrauben 72301 an den vorher zusammengebauten Karosserieteilen befestigt. Die Karosse auf richtige Montage überprüfen; zur Verfestigung mit etwas Plastikkleim nachhelfen.
8. Der Kofferraum ist mittels der zwei Schrauben 72301 an der Innenseite unten und mittels der zwei unteren Schrauben 72301 an der Karosserie befestigt.
9. Zur Befestigung der hinteren Kotflügel 72737-72738 an der Karosserie dienen jeweils zwei Schrauben 72301.
10. Der Anbau des Reserverades Abb. 37, des Nummernschildes 72044-72676 der hinteren Leuchten 72804 und der Kofferhaubenklammern 72064 ist in der Abbildung 45 klar zum Ausdruck gebracht.
11. Der Einbau der Motorhaube ist in der Abbildung 40 dargestellt.
12. Zur Befestigung der vorderen Kotflügel 72740 dienen die Muttern 72321-72302, wie in der Abbildung 44 dargestellt ist.

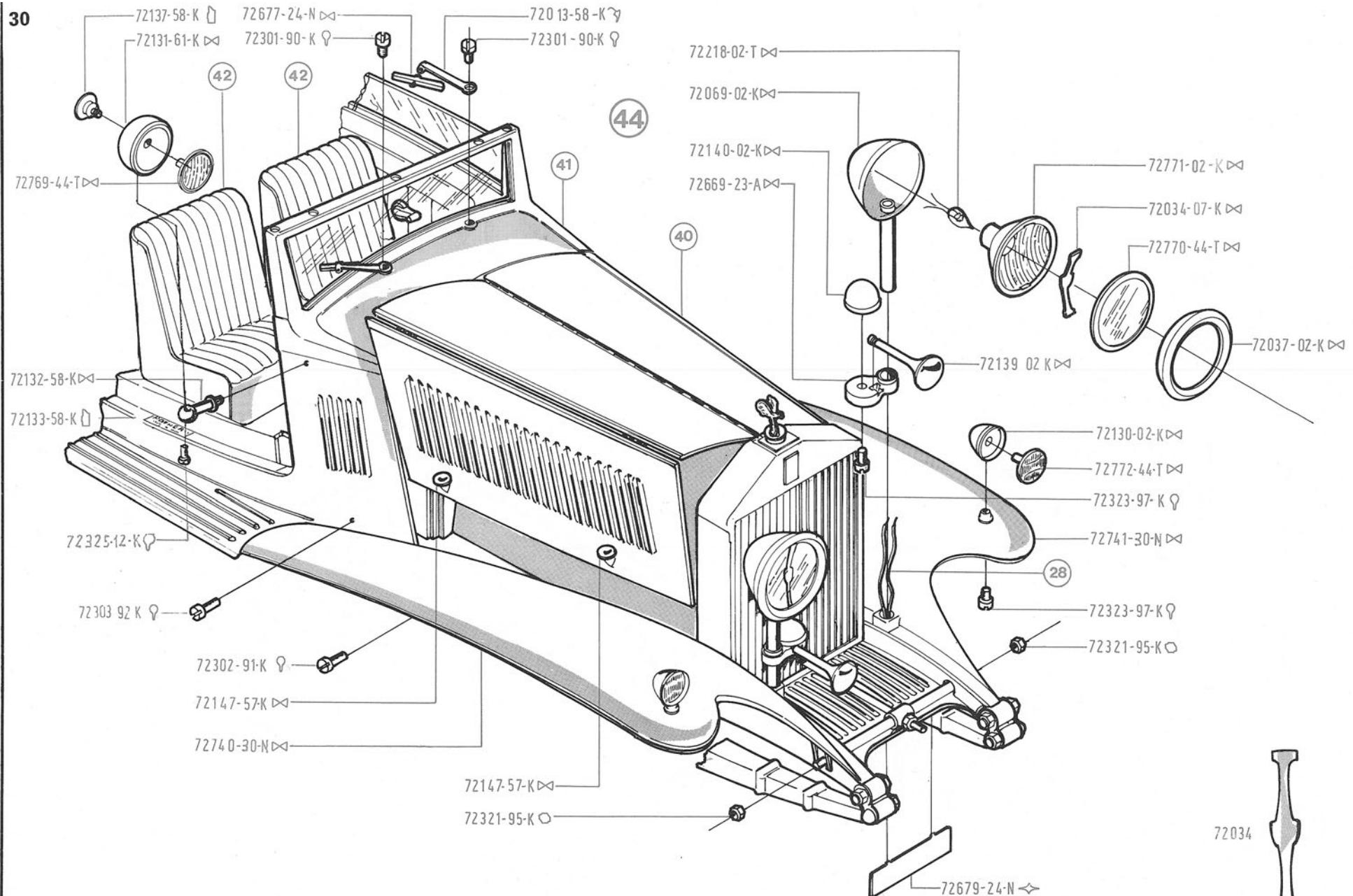


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