

INSTRUCTIONS FOR ASSEMBLING THE

AVANTI

AURORA



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IMPORTANT - READ THIS FIRST!

Before assembling model, study sketch carefully.

Important—Apply cement to inside surfaces only. Avoid getting cement on outer surfaces of model sections. Use cement very sparingly and avoid getting cement on hands, so as not to mar or smear plastic surfaces.

Do not hurry. Work carefully and patiently. Important Note: Before proceeding to cement parts together, it is advisable to fit parts together dry (without cement) so that you may familiarize yourself with the parts and how they go together, also noting the points where cement is to be applied.

For best results assemble model exactly in the order indicated.

This kit is molded of styrene plastic—Use only Aurora's Fireproof Styrene Cement and Aurora's Speed - Dry Enamel. Assure yourself of a perfect model every time!

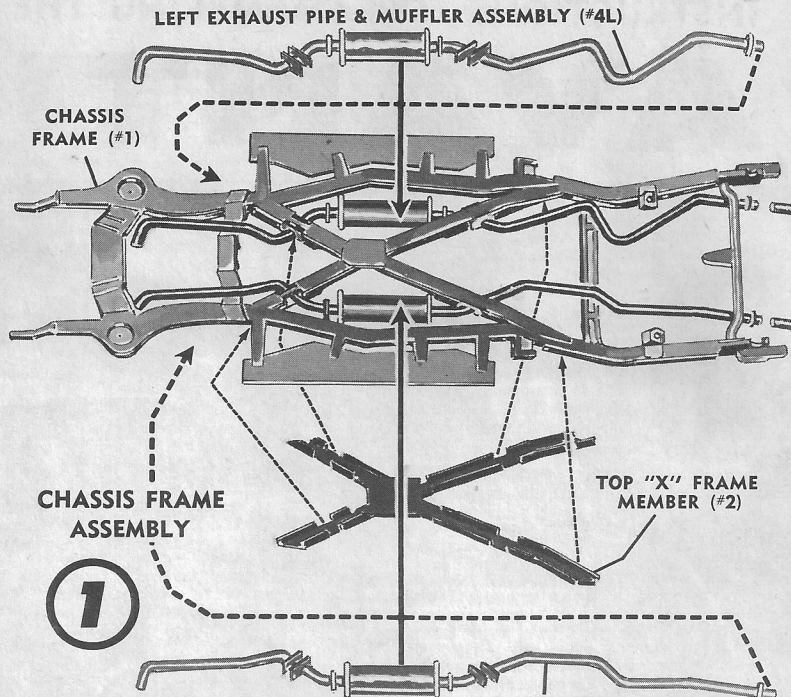
THIS KIT IS MOLDED OF STYRENE PLASTIC

Use Only . . .



AURORA'S
FIREPROOF
STYRENE PLASTIC
CEMENT

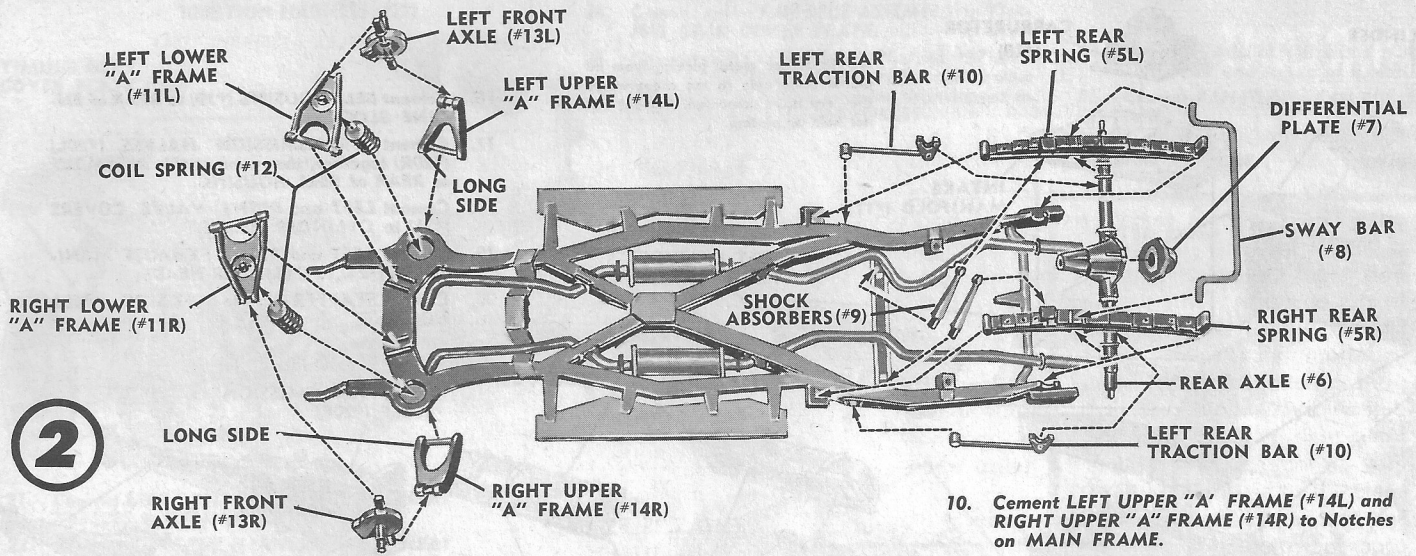
TUBE 10c
BOTTLE WITH BRUSH 25c



1. Position LEFT EXHAUST PIPE and MUFFLER ASSEMBLY (#4L) by passing Back End of ASSEMBLY through FRAME (#1) from FRAME'S Front End.
2. Repeat same procedure for RIGHT EXHAUST PIPE and MUFFLER ASSEMBLY (#4R).
3. Hold MUFFLERS in place then cement TOP "X" FRAME MEMBER (#2) into position.

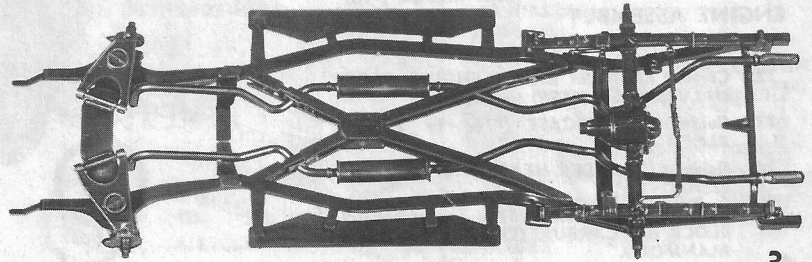
FRAME SHOWN IN UPSIDE DOWN POSITION

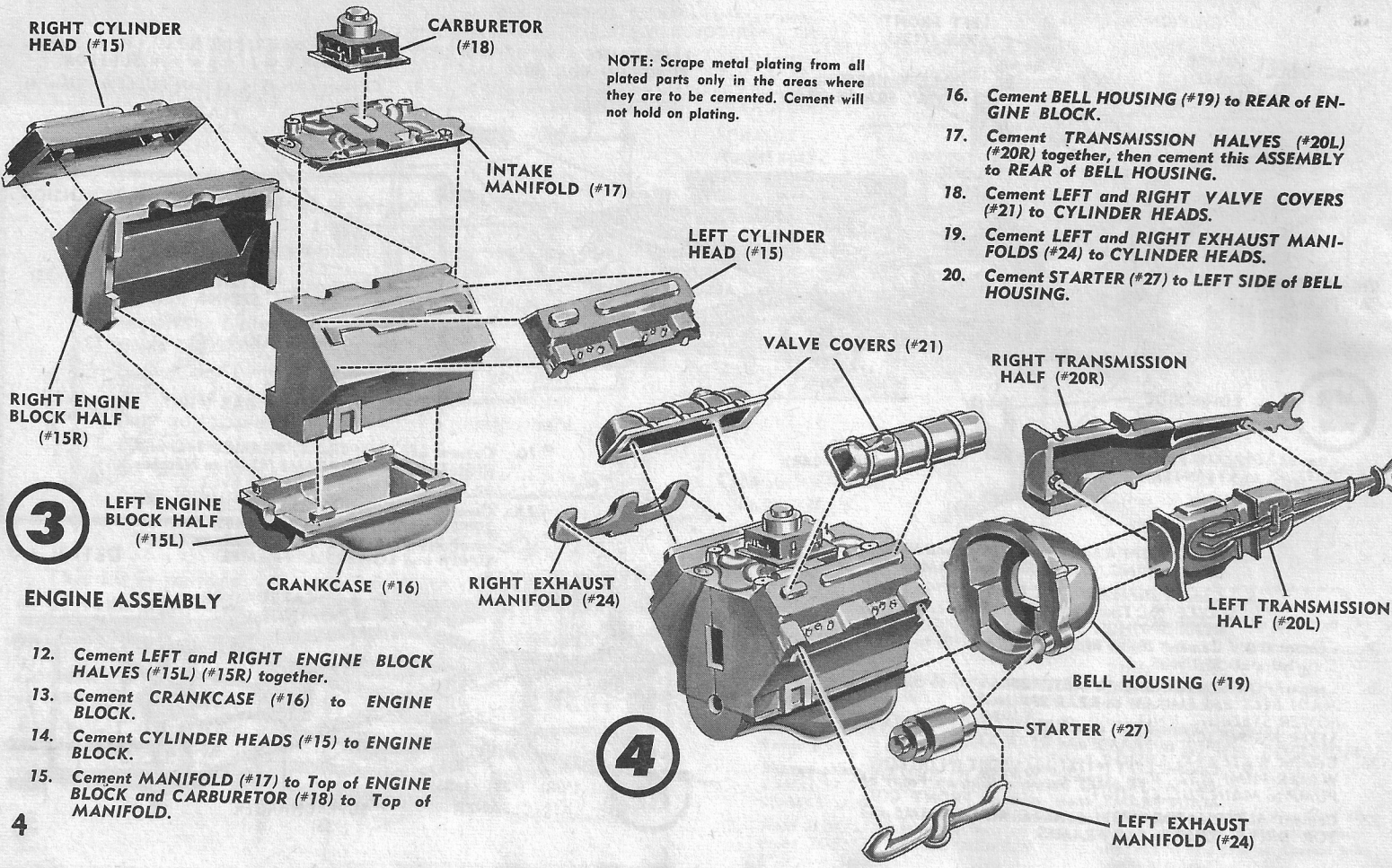
NOTE: Scrape metal plating from all plated parts only in the areas where they are to be cemented. Cement will not hold on plating.



4. Cement LEFT REAR SPRING (#5L) and RIGHT REAR SPRING (#5R) to Rear of FRAME.
5. Cement DIFFERENTIAL PLATE (#7) to REAR AXLE (#6), Then cement AXLE ASSEMBLY to REAR SPRINGS.
6. Cement Ends of SWAY BAR (#8) to REAR SPRINGS.
7. Cement SHOCK ABSORBERS (#9) to Slots in FRAME and to REAR SPRINGS.
8. Cement LEFT and RIGHT TRACTION BARS (#10) to FRAME and REAR AXLE.
9. Cement LEFT (#11L) and RIGHT (#11R) LOWER "A" FRAMES between Ribs on Front of MAIN FRAME, then cement FRONT COIL SPRINGS (#12) between MAIN FRAME and LOWER "A" FRAMES.

10. Cement LEFT UPPER "A" FRAME (#14L) and RIGHT UPPER "A" FRAME (#14R) to Notches on MAIN FRAME.
11. Cement LEFT FRONT AXLE (#13L) to LEFT UPPER and LOWER "A" FRAMES, Then cement RIGHT FRONT AXLE (#13R) to RIGHT UPPER and LOWER "A" FRAMES.





NOTE: Scrape metal plating from all plated parts only in the areas where they are to be cemented. Cement will not hold on plating.

- 16. Cement BELL HOUSING (#19) to REAR of ENGINE BLOCK.
- 17. Cement TRANSMISSION HALVES (#20L) (#20R) together, then cement this ASSEMBLY to REAR of BELL HOUSING.
- 18. Cement LEFT and RIGHT VALVE COVERS (#21) to CYLINDER HEADS.
- 19. Cement LEFT and RIGHT EXHAUST MANIFOLDS (#24) to CYLINDER HEADS.
- 20. Cement STARTER (#27) to LEFT SIDE of BELL HOUSING.

3

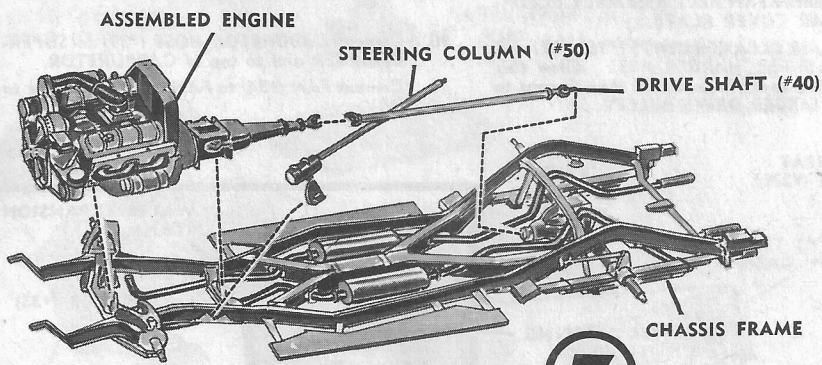
LEFT ENGINE BLOCK HALF (#15L)

ENGINE ASSEMBLY

- 12. Cement LEFT and RIGHT ENGINE BLOCK HALVES (#15L) (#15R) together.
- 13. Cement CRANKCASE (#16) to ENGINE BLOCK.
- 14. Cement CYLINDER HEADS (#15) to ENGINE BLOCK.
- 15. Cement MANIFOLD (#17) to Top of ENGINE BLOCK and CARBURETOR (#18) to Top of MANIFOLD.

4

4



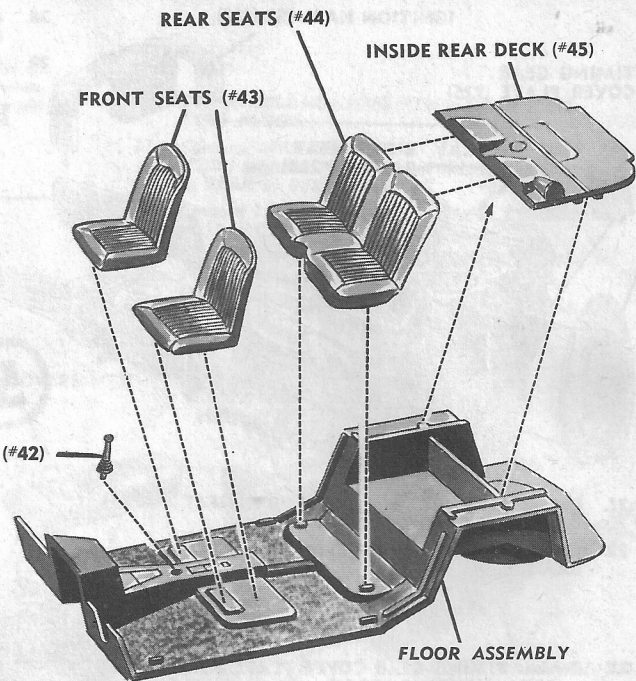
7

FLOOR ASSEMBLY

- 32. Cement **ASSEMBLED ENGINE** to **CHASSIS FRAME**.
- 33. Cement **DRIVE SHAFT (#40)** between **TRANSMISSION** and **REAR**.
- 34. Cement **STEERING COLUMN (#50)** to **CHASSIS FRAME**.

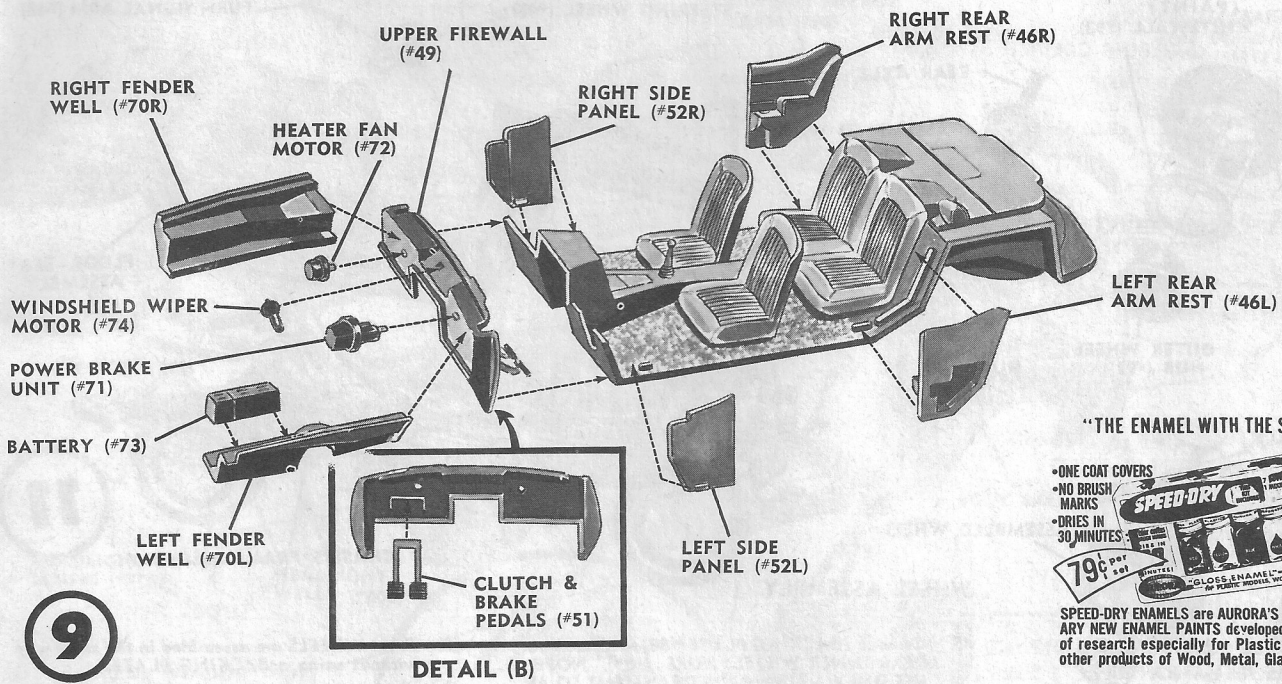
FOR SUGGESTED DETAIL PAINTING SCHEME — SEE ILLUSTRATIONS. Paint parts as indicated and allow to dry before assembling.

For best results, use only AURORA'S SPEED-DRY ENAMEL — ONE COAT COVERS — DRIES IN 30 MINUTES — NO BRUSH MARKS.



8

- 35. Cement **FRONT SEATS (#43)** and **REAR SEATS (#44)** to **FLOOR ASSEMBLY**.
- 36. Cement **INSIDE REAR DECK** to **BACK** of **REAR SEATS** and to **FLOOR ASSEMBLY**.
- 37. Cement **SHIFT GEAR LEVER (#42)** to **FLOOR**.



9

- 38. Cement **CLUTCH and BRAKE PEDALS (#51)** to Rib on Inside of **UPPER FIREWALL (#49)**. SEE **DETAIL (B)**.
- 39. Cement **FIREWALL** to Front of **FLOOR ASSEMBLY**.
- 40. Cement **LEFT (#70L) and RIGHT (#70R) FENDER WELLS** at Ribs on Front of **UPPER FIREWALL**.

- 41. Cement **POWER BRAKE UNIT (#71), HEATER FAN MOTOR (#72) and WINDSHIELD WIPER MOTOR (#74)** to **FIREWALL**.
- 42. Cement **BATTERY (#73)** to **LEFT FENDER WELL**.
- 43. Cement **LEFT (#52L) and RIGHT (#52R) SIDE PANELS** to **FLOOR ASSEMBLY**.
- 44. Cement **LEFT REAR (#46L) and RIGHT REAR (#46R) ARM RESTS** to **FLOOR ASSEMBLY**.

"THE ENAMEL WITH THE SPRAYED ON LOOK"

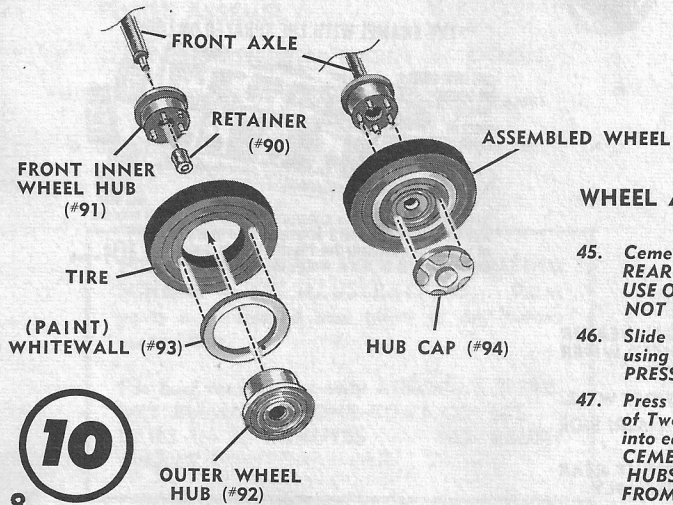
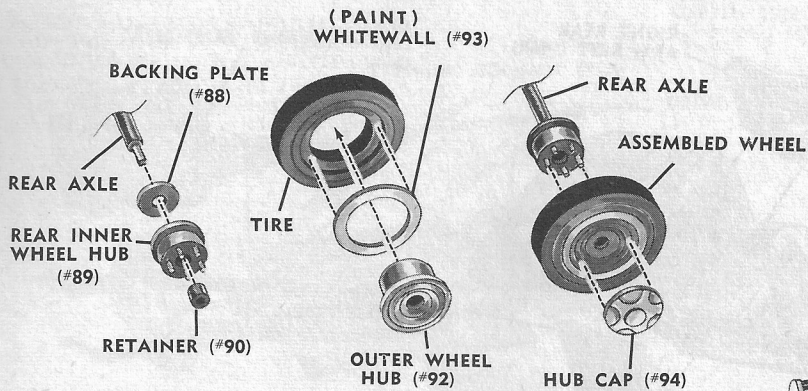
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• NO BRUSH MARKS
• DRIES IN 30 MINUTES

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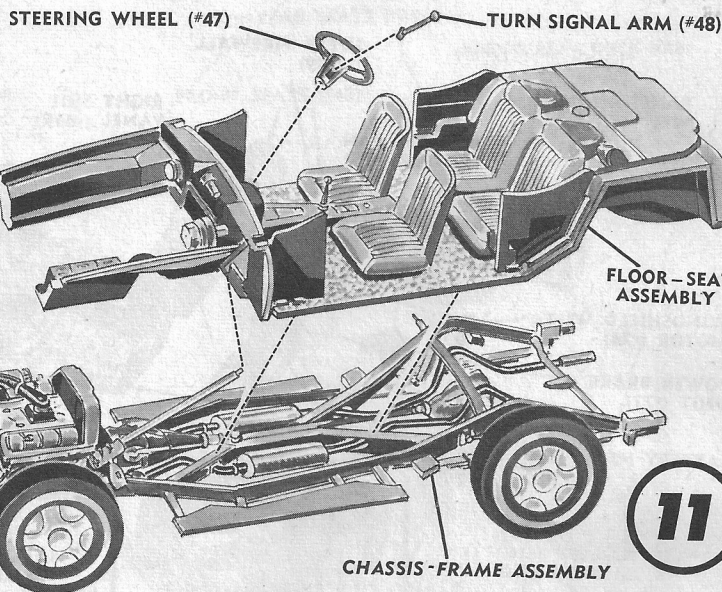
SPEED-DRY ENAMELS are AURORA'S REVOLUTIONARY NEW ENAMEL PAINTS developed after years of research especially for Plastic Models and other products of Wood, Metal, Glass or China.

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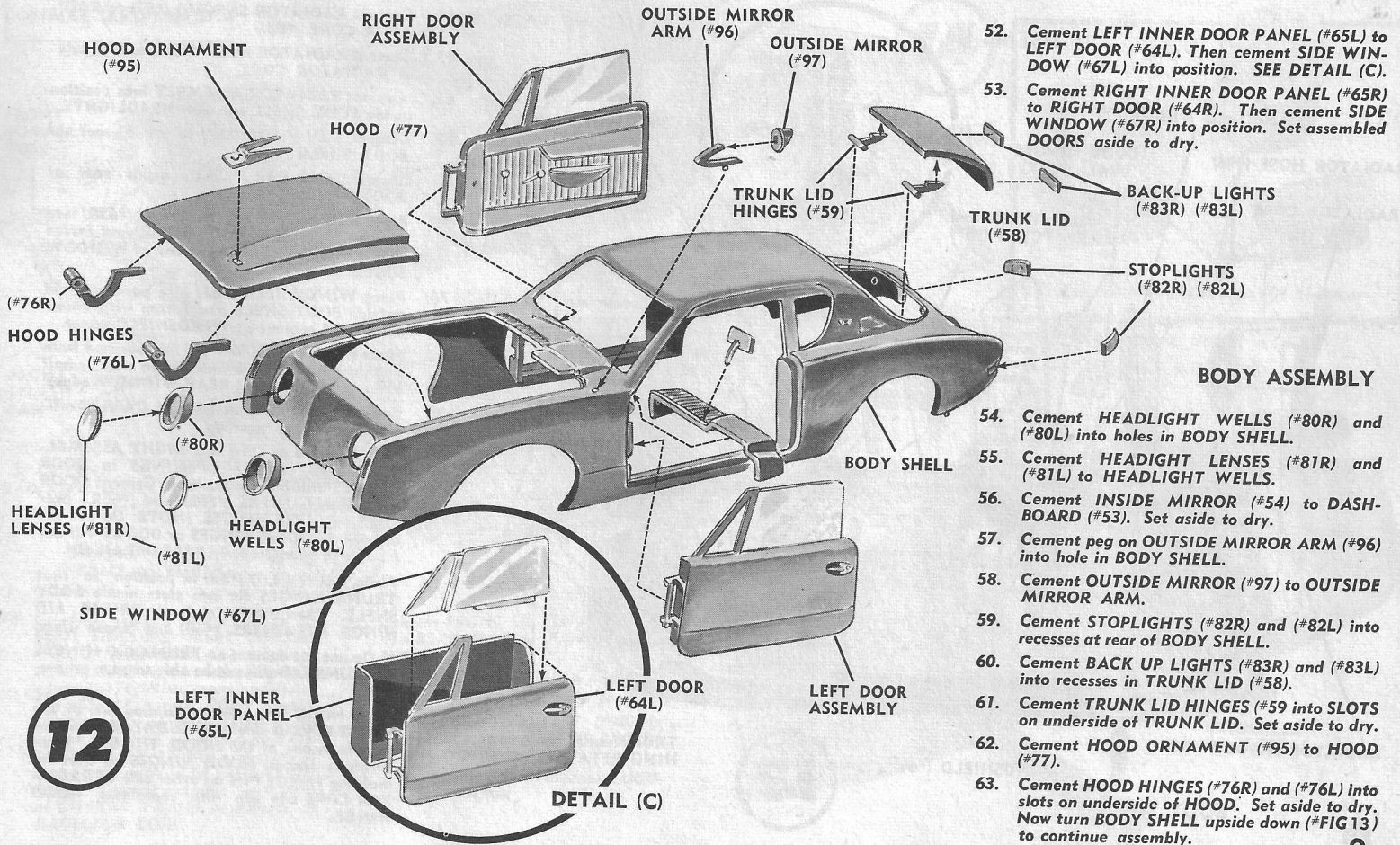


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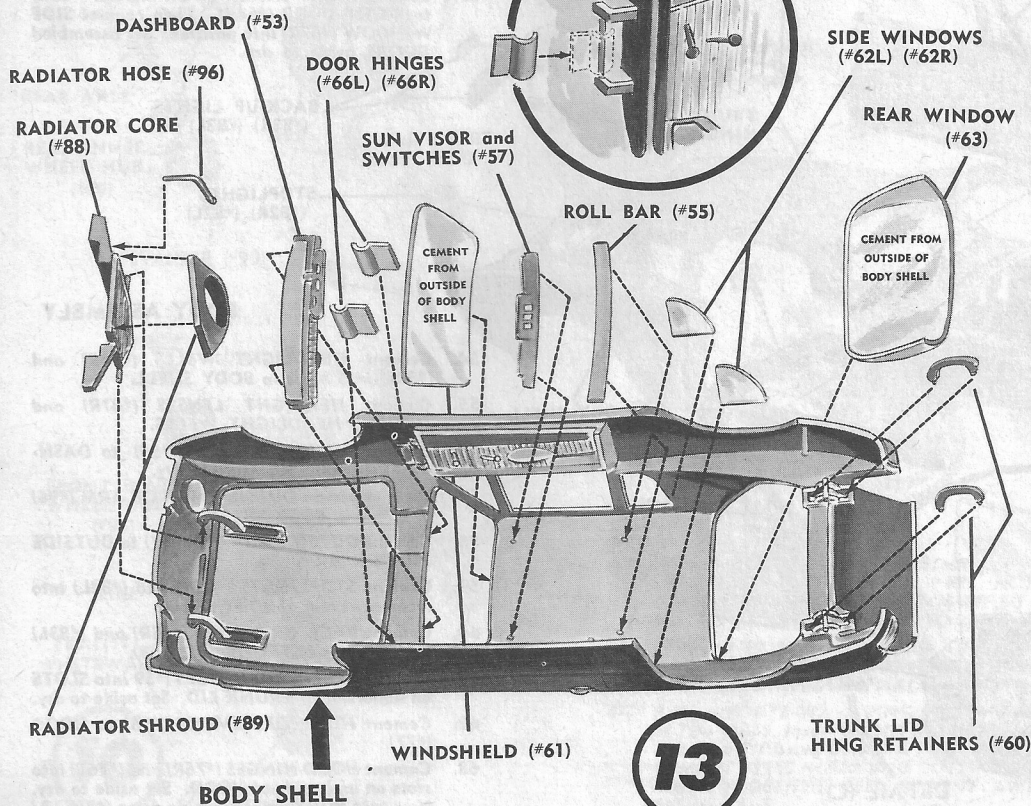
WHEEL ASSEMBLY

45. Cement a BACKING PLATE (#88) to Inside Two REAR INNER WHEEL HUBS (#89). NOTE: USE ONLY A TINY DROP OF CEMENT SO AS NOT TO ALLOW CEMENT TO TOUCH AXLE.
46. Slide INNER HUBS onto REAR AXLES Then using a TINY DROP of CEMENT on AXLE END PRESS RETAINERS onto AXLE.
47. Press a WHITE WALL RING (#93) into each of Two TIRES, Insert an OUTER WHEEL HUB into each TIRE and USING A TINY DROP OF CEMENT PRESS INNER AND OUTER WHEEL HUBS TOGETHER. KEEP CEMENT AWAY FROM AXLE.

48. Front WHEELS are assembled in the same way without using a BACKING PLATE.
49. Cement HUB CAPS (#94) to FOUR WHEELS.
50. Cement SEAT FLOOR ASSEMBLY to CHASSIS FRAME ASSEMBLY at sides.
51. Cement TURN SIGNAL ARM (#48) to STEERING WHEEL (#47), then cement STEERING WHEEL to STEERING COLUMN.



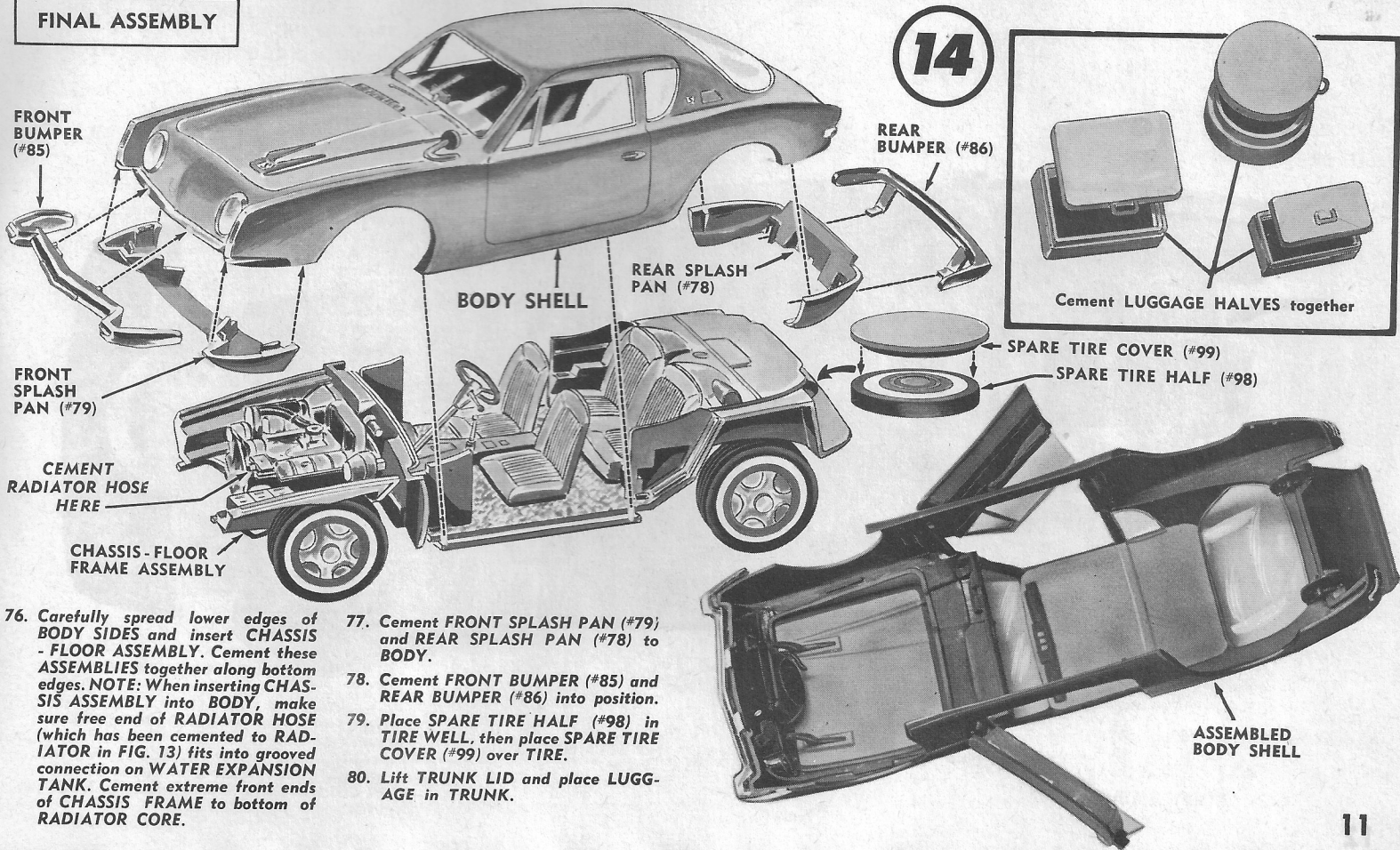
DETAIL (D)



64. Cement RADIATOR SHROUD (#89) to RADIATOR CORE (#88).
65. Cement RADIATOR HOSE (#96) to hole at side of RADIATOR CORE.
66. Cement RADIATOR ASSEMBLY into position inside BODY SHELL between HEADLIGHTS.
67. Cement SUN VISOR (#57) to inside roof of BODY SHELL.
68. Cement ROLL BAR (#55) to inside roof of BODY SHELL.
69. Place SIDE WINDOWS (#62L) and (#62R) into position from inside BODY SHELL and fasten with a small amount of cement at WINDOW EDGES.
70. Place WINDSHIELD (#61) into position from outside BODY SHELL and fasten with small amount of cement at WINDSHIELD edges.
71. Place REAR WINDOW (#63) into position from outside BODY SHELL and fasten with small amount of cement at REAR WINDOW edges.
72. Apply cement to front edge of DASHBOARD and fasten into position.
73. Push HINGES of LEFT and RIGHT ASSEMBLED DOORS through OPENINGS in DOOR FRAMES and hold in position. Cement DOOR HINGE RETAINERS (#66L) and (#66R) over BARS on DOOR HINGES. (NOTE: Do not get cement on DOOR HINGES or DOORS will not be able to open properly.) SEE DETAIL (D).
74. Place TRUNK LID (#58) in position so that TRUNK HINGES fit into slots inside BODY SHELL. Then cement ends of TRUNK LID HINGE RETAINERS (#60) into these slots. (NOTE: Do not get cement on TRUNK LID HINGES or TRUNK LID will not be able to open properly.)
75. Place HOOD into position, sliding one of the HINGE PINS at side of RADIATOR CORE into hole in one of the HOOD HINGES. Then carefully spread HOOD HINGES so that remaining HINGE PIN on other side of RADIATOR CORE can slip into remaining HOOD HINGE.

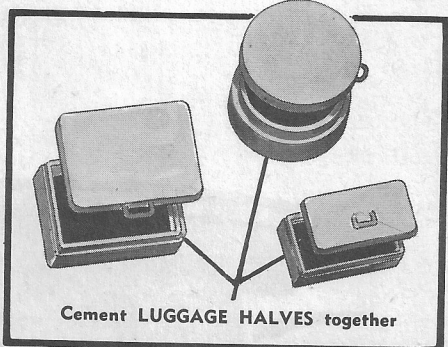
FINAL ASSEMBLY

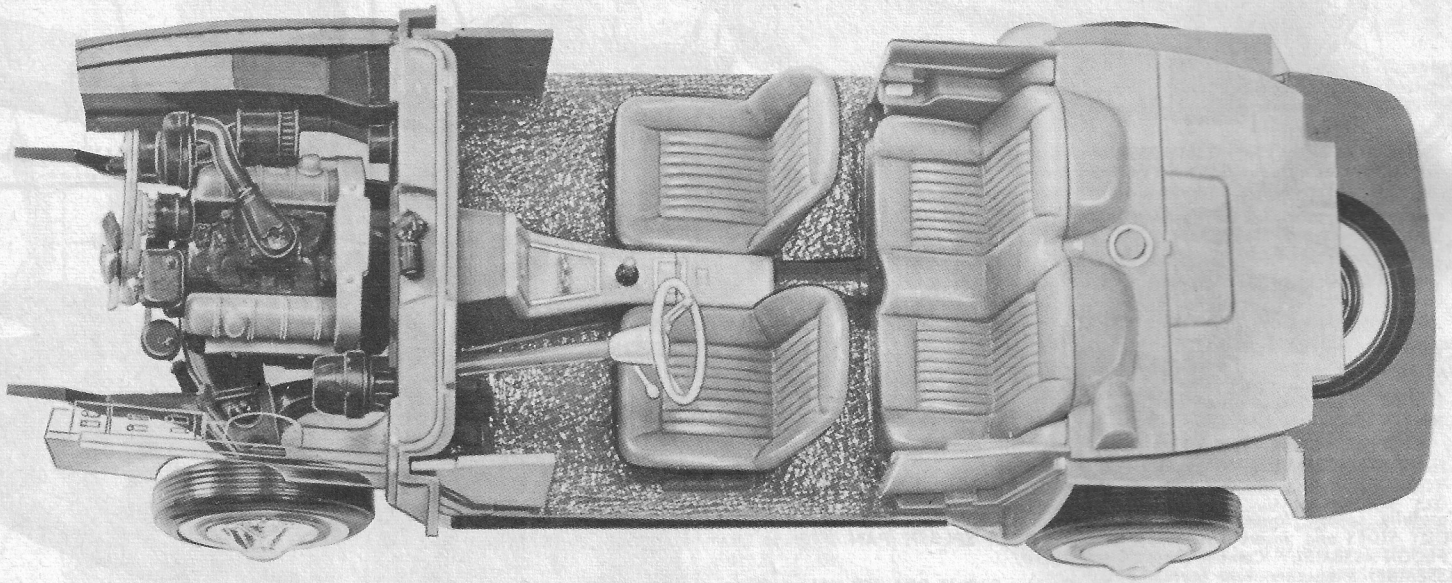
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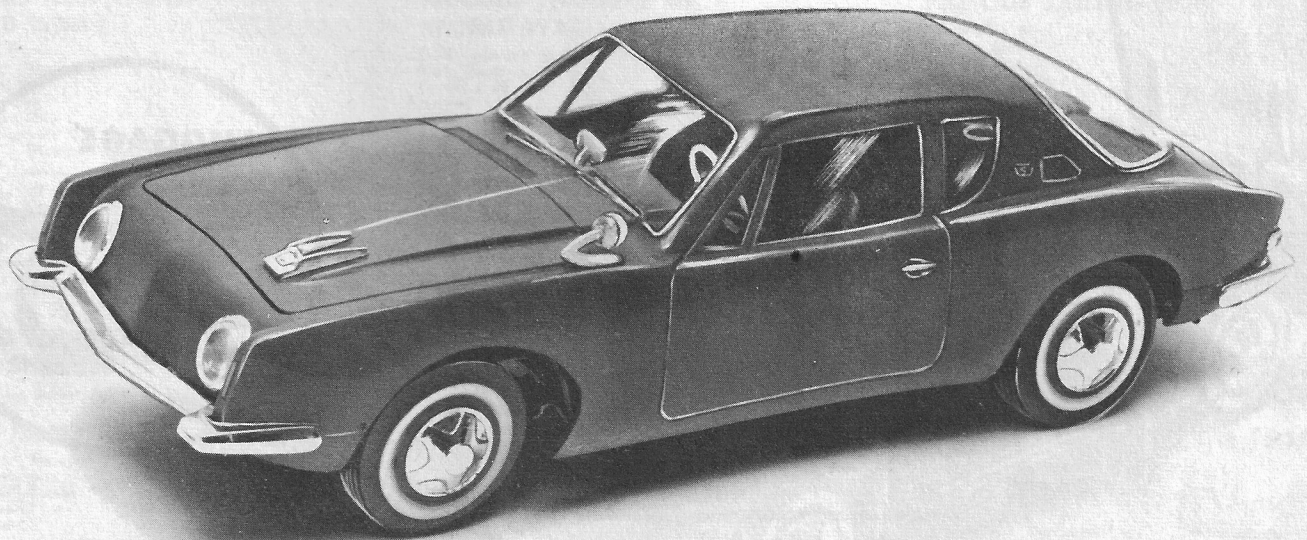


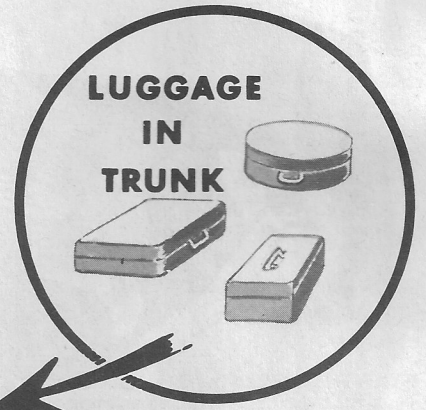
76. Carefully spread lower edges of BODY SIDES and insert CHASSIS - FLOOR ASSEMBLY. Cement these ASSEMBLIES together along bottom edges. NOTE: When inserting CHASSIS ASSEMBLY into BODY, make sure free end of RADIATOR HOSE (which has been cemented to RADIATOR in FIG. 13) fits into grooved connection on WATER EXPANSION TANK. Cement extreme front ends of CHASSIS FRAME to bottom of RADIATOR CORE.

- 77. Cement FRONT SPLASH PAN (#79) and REAR SPLASH PAN (#78) to BODY.
- 78. Cement FRONT BUMPER (#85) and REAR BUMPER (#86) into position.
- 79. Place SPARE TIRE HALF (#98) in TIRE WELL, then place SPARE TIRE COVER (#99) over TIRE.
- 80. Lift TRUNK LID and place LUGGAGE in TRUNK.





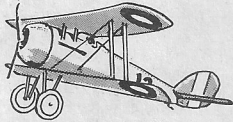




A few of **AURORA'S** Scale Model Kits

FAMOUS FIGHTERS OF WORLD WAR I

DeHaviland Tiger Moth
 French Nieuport
 Sopwith Camel
 British Scout SE-5
 German Albatross D-3
 Fokker DR-1 Triplane
 Fokker D-7
 Spad 13
 Nieuport 28
 Pfalz D-3
 DeHaviland DH-4
 F2B "Brisfit"
 JN-4 "Jenny"
 DeHaviland DH-10 Bomber
 Gotha Bomber



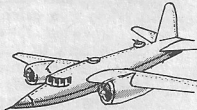
WORLD'S FIRST MANNED SPACE SHIP

X-15 Sateloid Rocket Plane



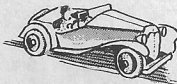
GIANT BOMBERS

B-26 Martin "Marauder"
 B-29 Superfortress
 B-25 Mitchell Bomber
 PBV "Catalina"
 B-58 Hustler
 Russian Nuclear Bomber



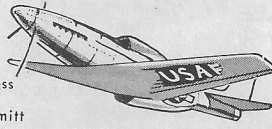
RACING SPORT CARS

The MG.
 The Jaguar
 Ferrari 342 "America"
 Ferrari Sportster
 The Cunningham



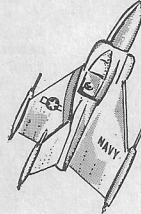
FAMOUS FIGHTERS OF WORLD WAR II

P-38 Lockheed Lightning
 P-51 Mustang
 Curtiss P-40
 Hellcat
 AT-6 Texan
 SNJ Navy Trainer
 B-17 Flying Fortress
 British Spitfire
 ME-109 Messerschmitt
 Japanese Zero
 Russian Mig-19
 Focke-Wulf



MODERN DAY FIGHTERS

F8U-1 Crusader
 B-47 Stratojet
 Douglas F4D "Skyray"
 Grumman F9F6 "Cougar"
 B-52 Stratofortress
 Convair F102 "Dart"
 Lockheed F-104 "Starfighter"
 F-100 Super Sabre
 B-36 Convair Bomber
 F-90 Lockheed
 F9F Panther Jet
 F-94C "Starfire"
 F86D Sabre Jet
 Convair V.R. "Pogo"
 Lockheed VTO
 Vertiflet with Platform Trailer
 F-101 Voodoo
 North American F-107A
 F-105 Thunderchief
 Avro Arrow CF105



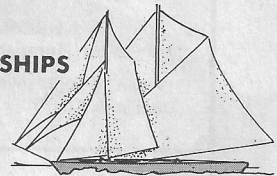
SUPER MODERN JET AIR LINERS

Pan American Boeing 707
 TWA Boeing 707
 TUI04 Russian Jet



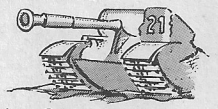
FAMOUS SAILING SHIPS

Pirate Ship Black Falcon
 Chinese Junk
 Viking Ship
 Blue Nose Schooner
 Cutty Sark
 Corsair



FAMOUS ARMY COMBAT UNITS

German "Panther" Tank
 Russian "Stalin" Tank
 "General Patton" Tank
 U.S. Army 8" Howitzer
 U.S. Army M8 Munitions Carrier
 U.S. Army 155 MM "Long Tom"
 U.S. Army 8" Howitzer with M8 Munitions Carrier



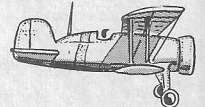
WHIRLYBIRDS

Piasecki H-25A "Army Mule"
 Kaman Hok "Egg Beater"
 Hiller Hornet "Ram Jet"
 Sikorsky S-55 "Windmill"
 Piasecki H-21 "Work Horse"



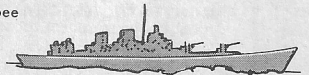
POPULAR PLANES OF THE 1930's

Boeing P-26A
 Boeing P-12E
 Boeing F4B4
 Curtiss "Hawk" P6E
 Curtiss SBC3 "Helldiver"
 M-2 "Mail Plane"



FAMOUS WARSHIPS

Pocket Battleship Graf Spee
 Battleship U.S.S. Iowa
 Destroyer U.S.S. Halford
 Carrier U.S.S. Saratoga
 Destroyer U.S.S. Bannion
 Cruiser U.S.S. St. Paul
 Carrier U.S.S. Forrestal
 Submarine U.S.S. Sea Wolf
 Atomic Submarine S.S.N. Nautilus
 "Q" Ship Atlantis—German Raider



Every effort has been made to insure the completeness of this Kit—however, should any part be missing, write directly to:

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Cut Along Line

The most revolutionary new car to hit the American automotive market in many years is the Avanti by Studebaker. A 4-5 passenger sports hardtop, its history is short but controversial. From conception to completion it took less than a year. Early in March of 1961 the president of Studebaker Corp. made the first hasty sketches for the Avanti. In a few short days he knew what he wanted and called in a renowned American stylist. Details were refined. Project "Avanti" was underway. Work progressed rapidly and a deadline was set — the 1962 Automobile Show was to be the Avanti's debut. Then it would be put into production for the 1962 market.

Right on schedule the Avanti made its appearance. Here, indeed, was an all new car. Sports car like in conception and continental in style, it is well worthy of the name "Avanti" meaning "forward". A tachometer redlining at 6000 RPM's is standard equipment as are disc brakes. Dunlop caliper disc brakes on the front are the first disc brakes found on an American production car. Lockheed finned drum type brakes are in the rear. Another standard equipment feature is the independent coil spring front suspension and solid axle rear suspension, which make the Avanti corner like a true sports car. And fiberglass body makes it an extremely light-weight car for its size. True body-contoured bucket seats are in the front and a bench type seat is in the rear. Optional equipment includes a four-speed manual gearbox and a Paxton supercharger, with which the Avanti was clocked in excess of 170 MPH.

With only a moderate 280 hp standard Studebaker 289-cubic inch 90° Ohv V-8 engine, the Avanti has a top end of approximately 120 mph. Other specifications include a 3.56" x 3.52" bore and stroke, downdraft 4-barrel carburetor and alumi-

num, tin-plated autothermic pistons. It has a compression ratio of 9:1. Although the Avanti's overall length is 192.5" its turning diameter is 37.5', only slightly larger than a true sports car.

The Avanti is thought to be the safest American car. Many of its safety features are firsts. A high tensile steel roll bar has been built into the top directly behind the front seats. The whole interior is heavily padded. Not only is the dashboard heavily padded, but all instruments are completely recessed. In addition to this are out-of-the-way overhead light switches, also completely recessed. The dash panel is lighted in red for less eye strain during night driving. The already mentioned suspension is another safety attraction as is the light-weight body. Both of these create stability at high speeds. And, the disc-type braking system is far more positive and dependable.

Advanced styling makes the Avanti stand out from other production model American cars. Startling in appearance is the daring, off-center wind-scoop. Another innovation is the smooth front. Hidden under the front bumper is an open pan replacing the usual grille. Not obvious at a casual glance, the Avanti is nearly four inches higher than other new cars. The wedge-shape design is a safety device as well as eye catching. A fast-back rear and a somewhat lower long front end causes the Avanti to hug the road at high speeds. The aerodynamically sound body design with rolled roof, long hood, fast back rear and inverse curve at the waist of the car combine to create less wind drag.

Studebaker Corporation has designed a car to capture the imagination of the driving public. Premium price and limited production make the Avanti a luxury automobile, but sports car performance and all new safety features fill the void in American automobile production for the past fifty years.