

ASSEMBLY TIPS

The die cast components of your kit will require modeling procedures that are slightly different than the techniques that you use to assemble plastic kits. The following supplies will ease the preparation and assembly of the die cast pieces and enable you to produce a museum-quality model. Tube of automotive glazing putty and 600 wet-or-dry sandpaper can be obtained in an automotive supply store. A set of jeweler's files and a package of five-minute epoxy can be purchased in most local hobby shops or hardware stores, and a box of flat toothpicks from the supermarket. If you are unable to locate the jeweler's files, purchase a package of emery boards at your local drugstore. They are a good substitute for the files, though they will wear out quickly.

BODY FINISHING As you examine the unfinished metal parts, you may notice small amounts of flash along the mold parting line. Use a flat or round jeweler's file or a razor knife to carefully remove the flash and mold parting lines. Be sure to retain the basic contour of the surface you are filing. When you have removed the flash, sand the filed surfaces with 600 wet-or-dry sandpaper. This type of sandpaper works best with water. Be careful not to sand down raised details such as door locks and nameplates.

It is possible that you may discover small voids or flaws on the metal surfaces. They can be filled with a thin layer of glazing putty and sanded with wet sandpaper or a jeweler's file when the putty has thoroughly dried. If you remove the excess putty with a jeweler's file, you will find that the putty and excess metal will pack in the file. A small brass brush, used to clean suede clothing, can be used to remove this build-up.

Before you prime the metal parts, wash each part thoroughly with liquid dishwashing detergent and water. Part old toothbrush can be used to scrub the body and remove any oil residue or metal filings. Dry the metal parts with a clean, lint free cloth after washing.

PRIMING Primer provides a base coat for the final color you decide to paint your model. Either lacquer or enamel primer can be used, and you will achieve the best possible finish. If you use spray cans or an artist's airbrush, apply the primer carefully, and avoid heavy coats of paint that will fill body highlights and lettering detail. When the primer has dried, carefully remove any imperfections in the finish with wet sandpaper. Apply no more than three light coats of primer.

PAINTING Although any color can be applied to your model, the illustrations on the box cover portray an actual automobile finished in original factory colors. The MG-TC is finished in yellow with a dark green interior.

If you are using an airbrush, these colors can be obtained in lacquer or enamel from an automotive supply store or department store. If you decide to use spray cans, similar colors are available from your local hobby shop.

Regardless of whether you use lacquer or enamel, it is advisable to use the same type of primer and finish coat. As with the primer, apply one or two light coats of paint. Avoid runs and excessive paint build-up around body details, and lightly wet sand the initial finish coats when the paint is dry. Prepare for the final coat of paint by removing any specks of dust and paint residue from the part. Carefully spray the final coat until a uniform, glossy surface emerges. Store the body in a cool, dust-free location until the paint is thoroughly dry. A higher gloss can be achieved by buffing the paint with a mild automotive polish. Be careful not to rub the finish too hard as it will remove too much of the paint.

The silver details can be trimmed with silver paint and a small detail brush.

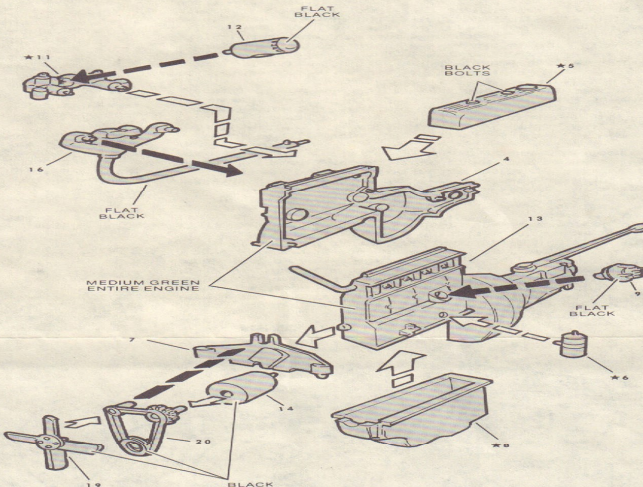
CEMENTING PIECES Cement for styrene plastic will not form a bond between plastic and metal. The most suitable adhesive for attaching plastic parts to the metal body is a modeling product known as "five-minute epoxy." It is a two-part, rapid setting epoxy that must be mixed in small quantities, as you work. Before you begin mixing the two parts, read the manufacturer's instructions carefully. When you are familiar with the "working" instructions, mix the two components and apply a small amount of epoxy to the surface where the plastic part will locate, and fit the styrene piece to the body. If you smear the epoxy, remove the plastic piece, clean the painted surface with a clean, soft cloth, and reapply a small amount of epoxy and the parts. You will discover that you may have to hold a part in position until the epoxy "sets." Attach one piece at a time, and you will be able to attach all the parts with extremely good results. White household glue can be used as a substitute for epoxy but will not work as well. If you use white glue, carefully scrub the surface of the two mating parts with a knife.

If you decide to repaint your model at a later time, carefully remove all plastic parts with a hobby knife, and place the painted metal body in an old pan. Brush on paint and varnish remover, and wait for the paint to wrinkle. Wash the excess paint remover from the metal body, and scrub it with an old toothbrush to remove stubborn paint. The body is now prepared for repainting. Note that paint remover will dissolve plastic components.

WHEN CEMENTING ONLY PLASTIC PARTS TOGETHER, POLYSTYRENE CEMENT WILL BE USED AND NOTED AS CEMENT IN THE ASSEMBLY STEPS.

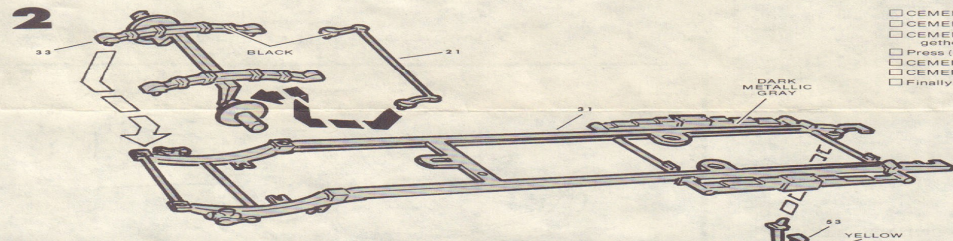
WHEN CEMENTING METAL PLASTIC PARTS TOGETHER, EPOXY CEMENT WILL BE USED AND NOTED AS EPOXY IN THE ASSEMBLY STEPS.

★ SCRAPE PLATING WHERE CEMENT MUST GO.

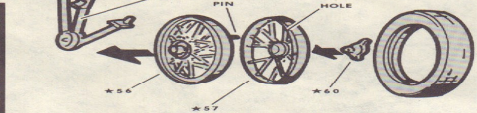
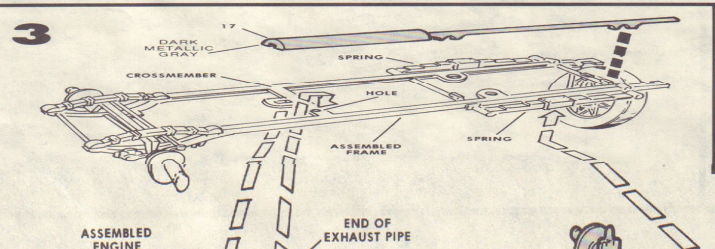


CEMENT:

- engine halves 4 and 13 together.
- rocker cover 5*, oil pan 8* and cover 7 onto engine.
- distributor 9 and filter 6* to side as shown.
- exhaust 16 and carburetor 11* into place.
- air filter 12 to carburetor and cover.
- fan 19 and generator 14 to fan belt 20- then assembly to engine.



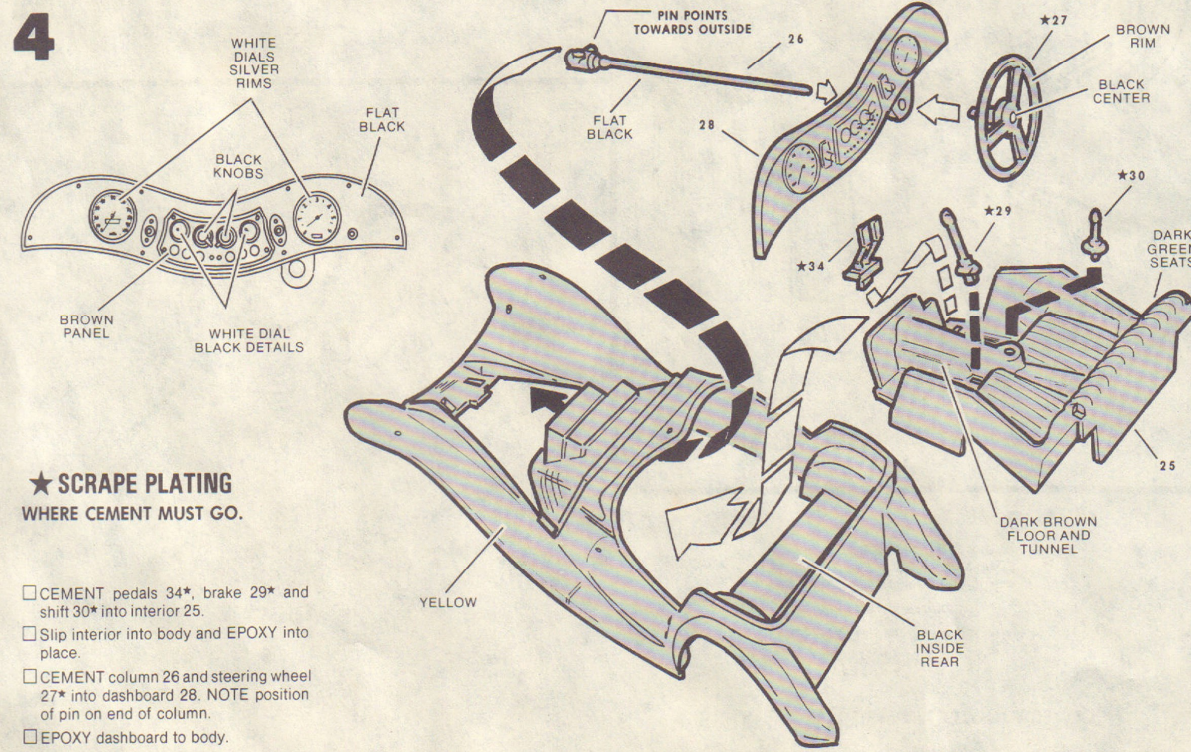
- CEMENT tie rod 21 to axle 33.
- CEMENT axle to frame 31.
- CEMENT wheel halves 56* and 57* together. Align pins and holes in rims.
- Press (do not cement) tire onto wheel.
- CEMENT cap 60 to wheel.
- CEMENT assembled wheel to support 53.
- Finally, CEMENT support to frame.



★ SCRAPE PLATING WHERE CEMENT MUST GO.

CEMENT:

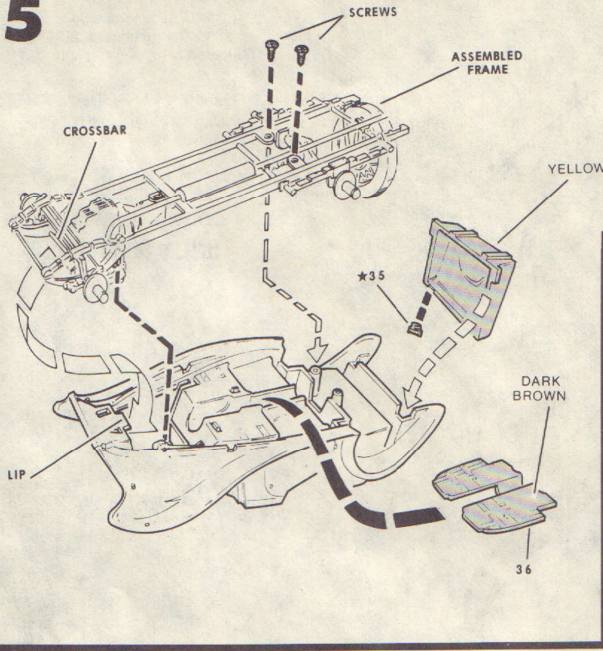
- assembled engine into frame. Exhaust pipe fits over crossmember and into hole.
- tailpipe 17 to frame and end of exhaust pipe.
- axle 32 into engine and into springs.



★ SCRAPE PLATING WHERE CEMENT MUST GO.

- CEMENT pedals 34*, brake 29* and shift 30* into interior 25.
- Slip interior into body and EPOXY into place.
- CEMENT column 26 and steering wheel 27* into dashboard 28. NOTE position of pin on end of column.
- EPOXY dashboard to body.

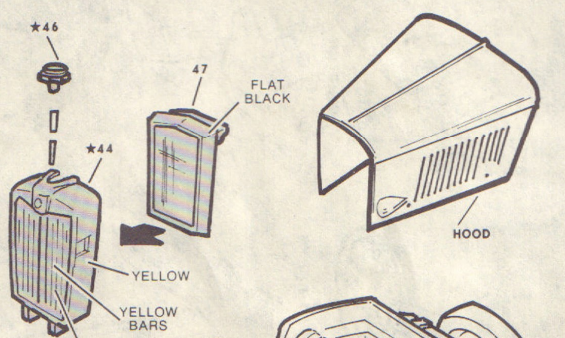
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★ SCRAPE PLATING WHERE CEMENT MUST GO.

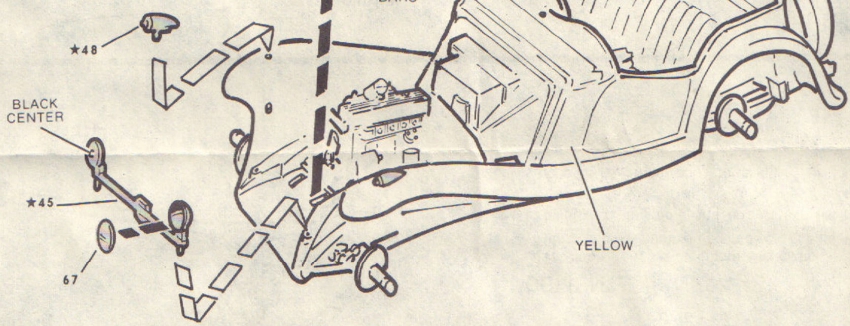
- CEMENT pan 36 to interior.
- EPOXY gas cap 35* to gas tank.
- EPOXY gas tank to body.
- Slip crossbar on frame UNDER lip - then using a screwdriver fasten frame with TWO screws.

★ SCRAPE PLATING WHERE CEMENT MUST GO.



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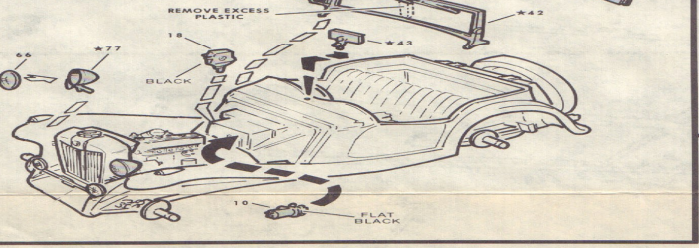
- CEMENT cap 46* and radiator 47 to grille 44*.
- EPOXY grille to body. Place (do not cement) hood in place to line-up grille.
- EPOXY two lights 48* to fenders.
- CEMENT lens 67 into bracket 45*.
- EPOXY bracket to body.
- Remove hood when EPOXY has dried on grille assembly.



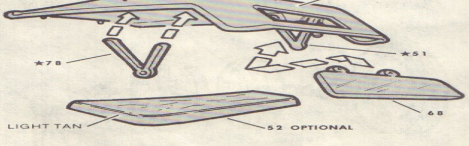
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★ SCRAPE PLATING WHERE CEMENT MUST GO.

- CEMENT clear lens 66 into headlight 77*.
- CEMENT headlight to grille and EPOXY to fender.
- Repeat for headlight 49*.
- EPOXY coil 10 and regulator 18 in place as shown.
- EPOXY mirror 43* to body.
- CEMENT windshield 65 into frame 42*.
- EPOXY frame onto body.



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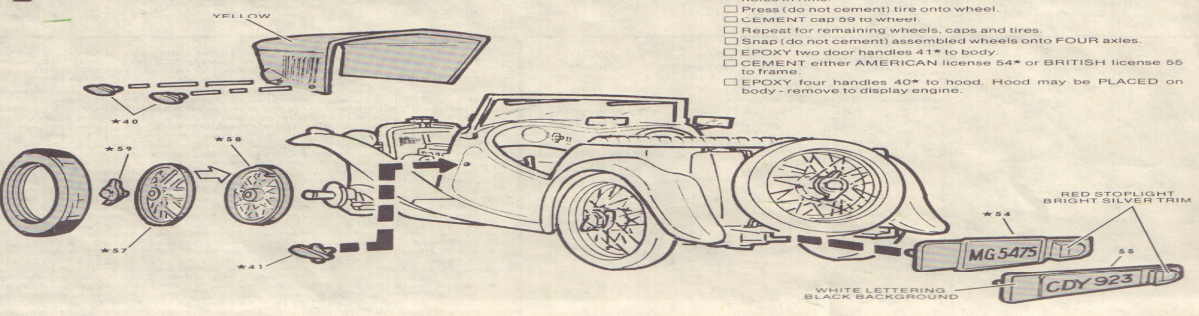


★ SCRAPE PLATING WHERE CEMENT MUST GO.

- CEMENT clear window 68 to top 50.
- CEMENT brackets 51* and 78* into top - long leg towards front as shown.
- Assembled top or cover 52 may be PLACED (not cemented) or EPOXIED onto body.

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★ SCRAPE PLATING WHERE CEMENT MUST GO.



- CEMENT wheel halves 57* and 58* together. Align pins and holes in rims.
- Press (do not cement) tire onto wheel.
- CEMENT cap 53 to wheel.
- Repeat for remaining wheels, caps and tires.
- Snap (do not cement) assembled wheels onto FOUR axes.
- EPOXY two door handles 41* to body.
- CEMENT either AMERICAN license 54* or BRITISH license 55 to frame.
- Do not use too much cement to join parts. All plastic cements contain solvents that dissolve the plastic forming a weld between the parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. The tip of a toothpick is helpful in applying cement to small or confined areas.
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MG-TC
MONOGRAM MODELS, INC. Morton Grove, Ill.
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MONOGRAM
KIT 6102
1/24 SCALE

During the years following World War II, the graceful styling and agile handling of the MG-TC captured the fancy of Automotive enthusiasts throughout the United States. The long, lean lines of this classic earned the marque a well deserved reputation, for this was the automobile that introduced the "sports car" to the American Automobile enthusiast.

The MG-TC was a continuation of the pre-war T-series, and the automobile was well received in post-war America. An MG-TC could be purchased for slightly less than two thousand dollars, and many proud owners rapidly discovered that the rakish styling that had seduced them initially was but a small part of the TC mystique. Powered by a remarkably-smooth overhead valve four cylinder engine, the TC was a joy to drive. Performance was greatly enhanced by a four-speed gearbox that was fitted with synchromesh in the top three gears.

Though the MG-TC was extremely quick in a straight line, the forte of this automobile was its impressive handling characteristics. The stiff suspension and highly responsive steering introduced MG-TC owners to driving enjoyment unavailable in the average American car. By selecting a lower gear, and relying on the torque of the engine, challenging country roads were easily transformed into a thrilling ride that delighted all who experienced it.

Though the MG-TC was superseded by the updated MG-TC in the early 1950's, the TC remained in the forefront of the sports car world. On racing circuits from California's Torrey Pines to the streets of Watkins Glen, the TC scored countless victories. In Britain, the country that spawned the MG, these remarkable automobiles were campaigned for years. Today, vintage sports car racing is enjoying renewed interest, and the venerable MG-TC's are once again in competition.

Since they were first seen in the United States, the enchanting MG-TC has served as the exciting medium through which untold thousands discovered the thrill of sports cars. With each passing year, the demand for these timeless autos increases, and dedicated MG enthusiasts insure that the classic TC will always be with us.

READ THIS BEFORE YOU BEGIN

Read through the instructions and study the assembly drawings with all parts of the model. Each plastic part is identified by a number on the part or on a tab alongside the part. In the assembly instructions and drawings some part numbers will be marked by a star (*) to indicate that the part is PLATED plastic. Do not detach parts from the trees until you are ready to use them.

After cutting off the required plastic part, trim away any excess bits of plastic that are not part of the usable piece. Use a sharp knife, such as a modeling knife, available at your hobby counter. Check the fit of each piece before you cement it in place. Use only cement specified for use with STYRENE PLASTIC.

Do not use too much cement to join parts. All plastic cements contain solvents that dissolve the plastic forming a weld between the parts. Too much cement can soften and distort the plastic, spoiling your model's appearance. The tip of a toothpick is helpful in applying cement to small or confined areas.

IMPORTANT! Scrape Metal Plating Away from all Plated Parts in Areas that will be Cemented. Plating MUST be Scraped Away to Expose the Plastic Underneath. CEMENT WILL NOT HOLD to the Plated Surfaces.

Use only PAINTS FOR PLASTICS OR ENAMEL for the plastic parts you may wish to paint. Allow paint to dry thoroughly and scrape paint away from areas which will be cemented. Cement will not hold to paint.

For better paint adhesion, it is advisable to wash the plastic parts trees in a mild detergent solution. Rinse and let dry. After washing, handle the parts carefully to avoid skin-oil which may affect the adhesion.

Each illustration indicates color to be used and where the paint should be applied. IT IS RECOMMENDED THAT THE METAL PARTS BE PAINTED PRIOR TO STARTING ASSEMBLY.

Adjacent to STEP 1, carefully read the list of important items and suggestions for the assembly of the plastic and metal parts.