

'56 T-BIRD



MONOGRAM MODELS, INC. Morton Grove, Ill.

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KIT 6101

1/24 SCALE

During the early 1950's, a plan was initiated by the head of the newly organized Ford Division to design and produce a two seat sports roadster that would add glamour and prestige to the company's image. Lewis Crusoe admired the sleek Pegasos, Jaguars, and Ferraris that received so much publicity at the glamorous International Automobile shows. The appearance of the 1953 Corvette prototype in January of 1953 hastened the development of Ford's new sports car. On February 20, 1954, avid auto enthusiasts that visited Detroit's first post war auto show were treated to the premier public showing of the fiberglass mockup of the exciting new Thunderbird.

The Thunderbird was a strikingly elegant design. During its evolution, the car had been transformed into a luxurious personal sports car. Powered by a V-8 engine, the first Thunderbirds were available with an automatic transmission, overdrive, power steering, power brakes, electric windows, and removable hardtop. The Thunderbirds were extremely well received by the public, and their stunning appearance enticed prospective Ford customers into Ford showrooms throughout the country. Though the Thunderbird enjoyed great popularity, the Thunderbird development staff instilled significant changes into the 1956 model.

To improve interior ventilation, opening side vents were fitted to the body. Luggage space was increased significantly by extending the rear bumper, and adding a "Continental Kit" to house the spare tire. A 312 cubic inch V-8 engine was offered to maintain the car's performance in view of the unavoidable weight increase. Finally, vision difficulties were overcome by the installation of two circular windows in the removable hardtop roof. In time, these distinctive porthole windows became synonymous with the 1956 Thunderbird.

Today, two seat Thunderbirds are avidly sought by dedicated collectors. They were the culmination of a corporate decision to market an automobile that would favorably influence the Ford image. These impressive automobiles will reign forever as one of Ford's classic creations.

READ THIS BEFORE YOU BEGIN

Read through the instructions and study the assembly drawings to become familiar 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.

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. A 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 too hpicks 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. An 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 1956 Thunderbird is finished in fiesta red with a red and white 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.

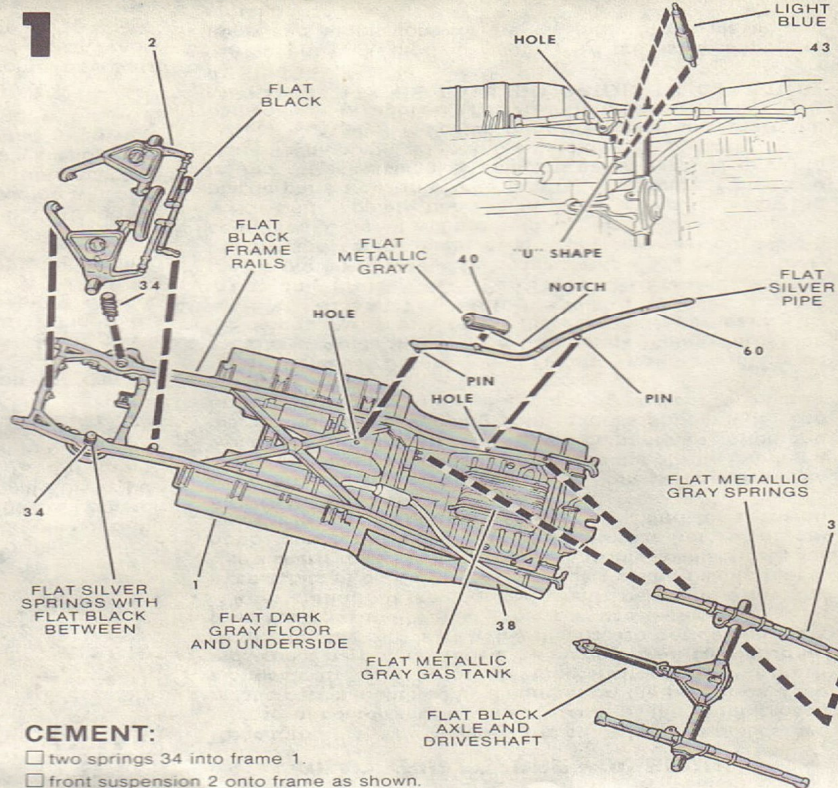
Regardless of whether you use lacquer or enamel, it is advisable to use the same type of primer and finish coat. As with the primer, apply one or two light coats of paint. Avoid runs and excessive paint build-up around body details, and lightly wet sand the initial finish coats when the paint is dry. 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 scratch 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.

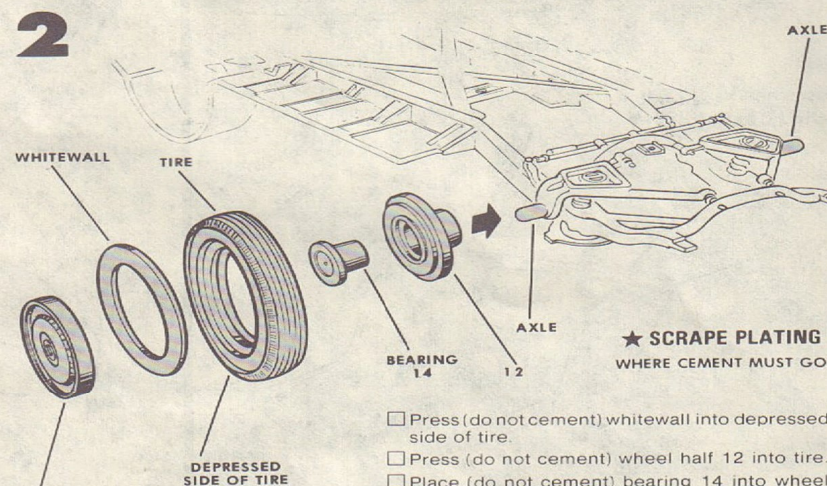
WHEN CEMENTING ONLY PLASTIC PARTS TOGETHER, POLYSTYRENE CEMENT WILL BE USED AND NOTED AS CEMENT IN THE ASSEMBLY STEPS.

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

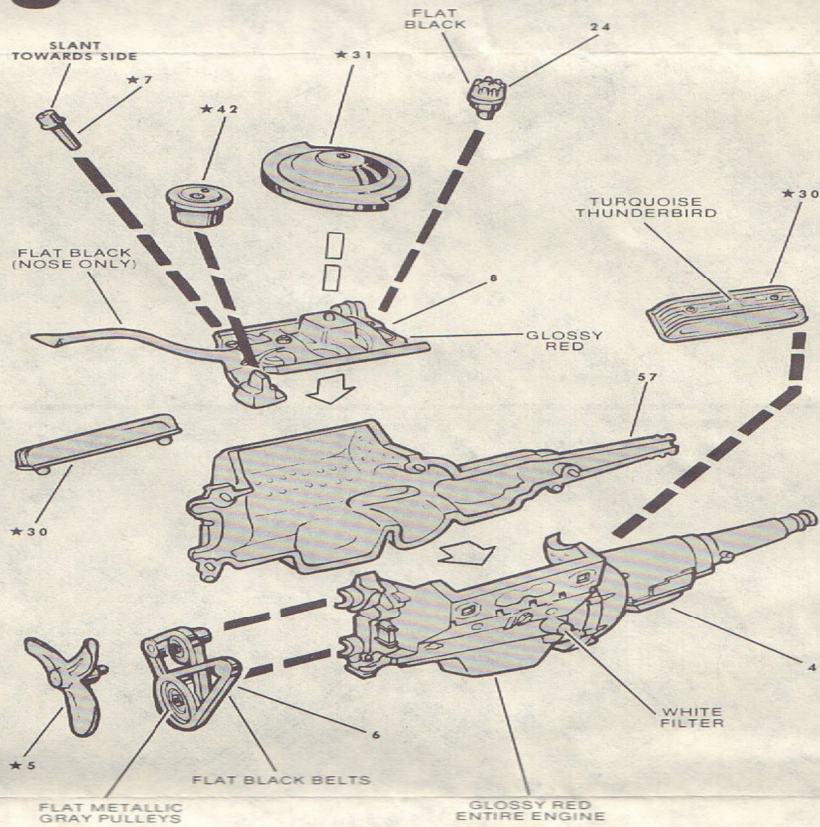


CEMENT:

- two springs 34 into frame 1.
- front suspension 2 onto frame as shown.
- notch in resonator 40 over rib on exhaust pipe 60.
- pins on exhaust pipe into holes in frame. Repeat for pipe 38 and resonator 40.
- rear axle 3 to frame.
- two shock absorbers 43 into hole in each spring and "U" shape in frame.



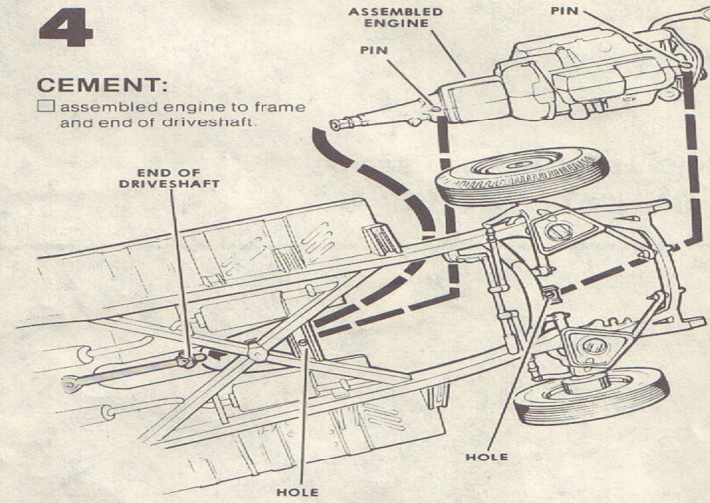
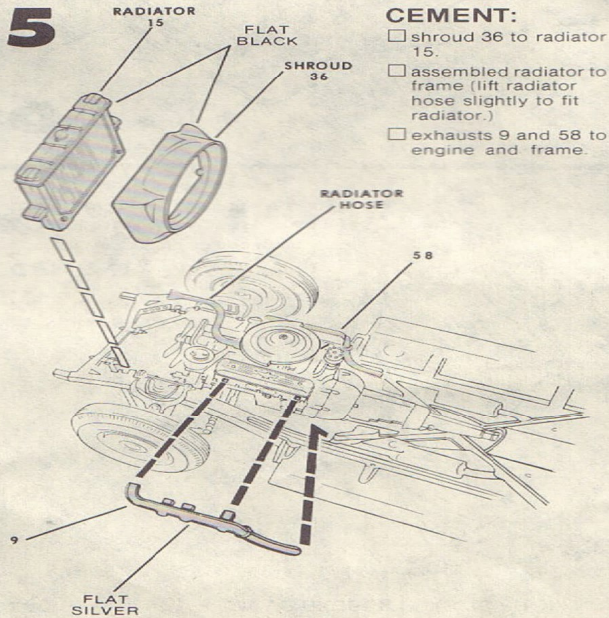
- Press (do not cement) whitewall into depressed side of tire.
- Press (do not cement) wheel half 12 into tire.
- Place (do not cement) bearing 14 into wheel half 12.
- CEMENT wheel half 13* to wheel half 12.
- Repeat for other tires.
- Carefully CEMENT bearings on assembled wheels onto four axles - front and rear.

3**★ SCRAPE PLATING WHERE CEMENT MUST GO.****CEMENT:**

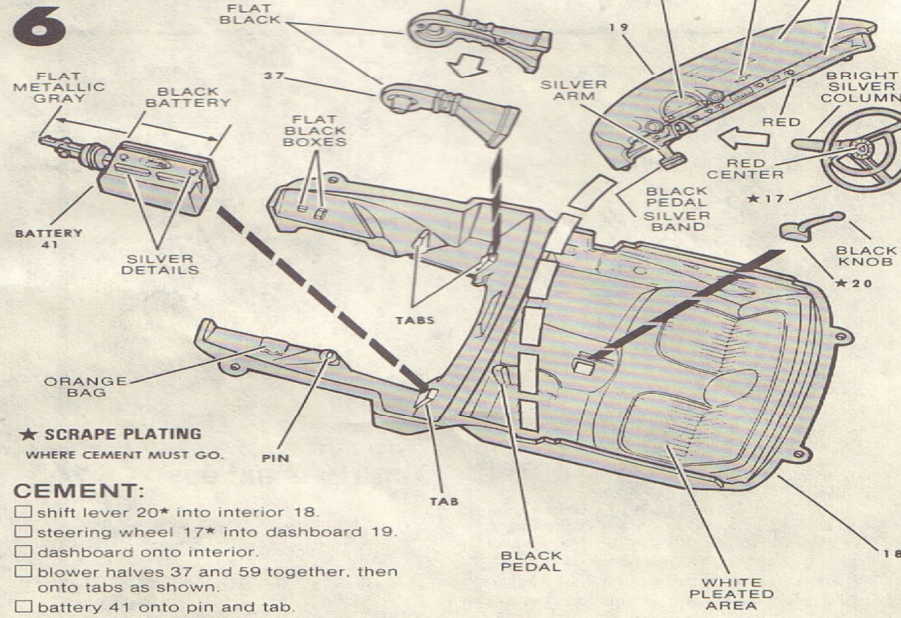
- engine halves 4 and 57 together.
- fan 5* to fan belt 6.
- fan belt to engine.
- manifold 8 to top of engine.
- distributor 24, reservoir 42 and air filter 31* into place as shown.
- filler pipe 7* in place slanting towards side.
- rocker covers 30* to engine.

4**CEMENT:**

- assembled engine to frame and end of driveshaft.

**5****CEMENT:**

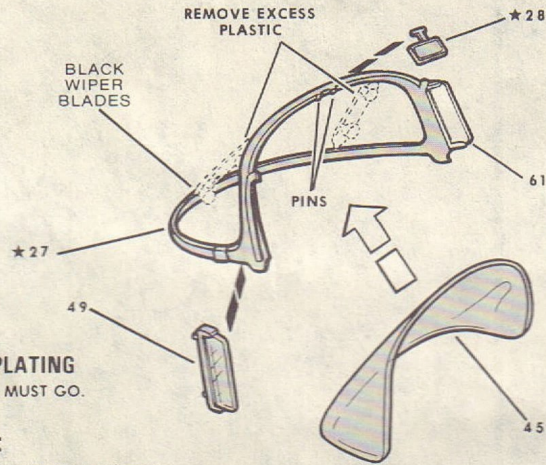
- shroud 36 to radiator 15.
- assembled radiator to frame (lift radiator hose slightly to fit radiator.)
- exhausts 9 and 58 to engine and frame.

6**★ SCRAPE PLATING WHERE CEMENT MUST GO.****CEMENT:**

- shift lever 20* into interior 18.
- steering wheel 17* into dashboard 19.
- dashboard onto interior.
- blower halves 37 and 59 together, then onto tabs as shown.
- battery 41 onto pin and tab.

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REMOVE EXCESS PLASTIC FROM FRAME 27*.



★ SCRAPE PLATING
WHERE CEMENT MUST GO.

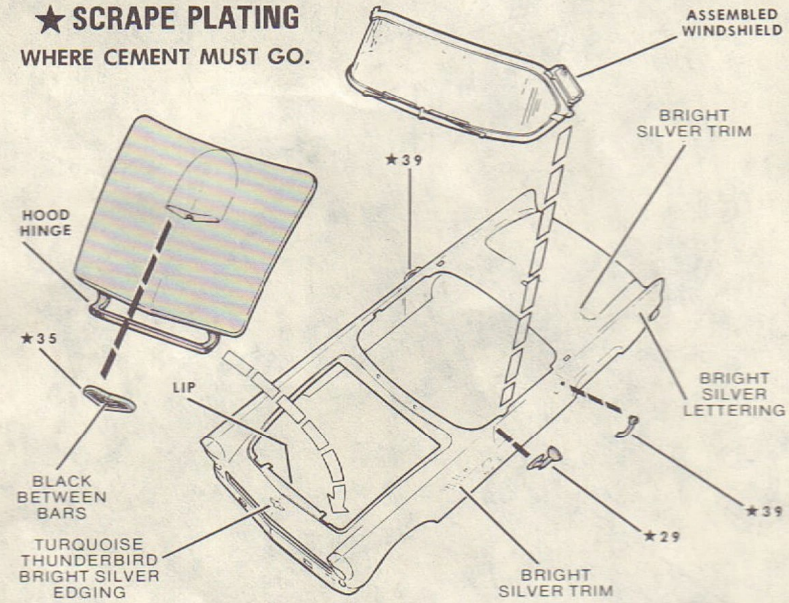
CEMENT:

- clear windshield 45 into frame.
- two clear vents 49 and 61 to frame as shown.
- stem on mirror 28* between pins on frame.

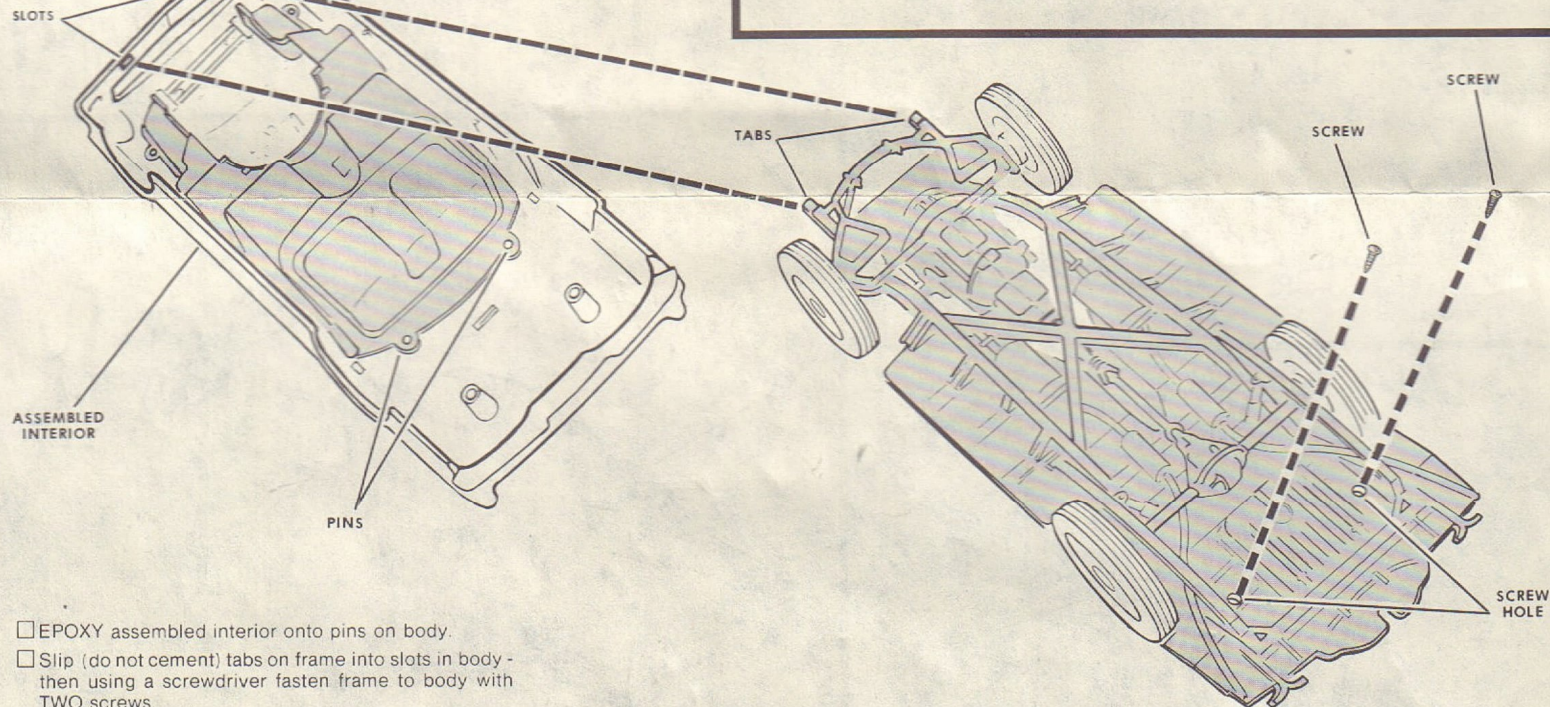
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- EPOXY two handles 39* and mirror 29* to body.
- EPOXY assembled windshield to body.
- EPOXY scoop 35* to hood
- Place (do not cement) hood hinge under lip in opening - then hold hood in closed position with pieces of tape.

★ SCRAPE PLATING
WHERE CEMENT MUST GO.

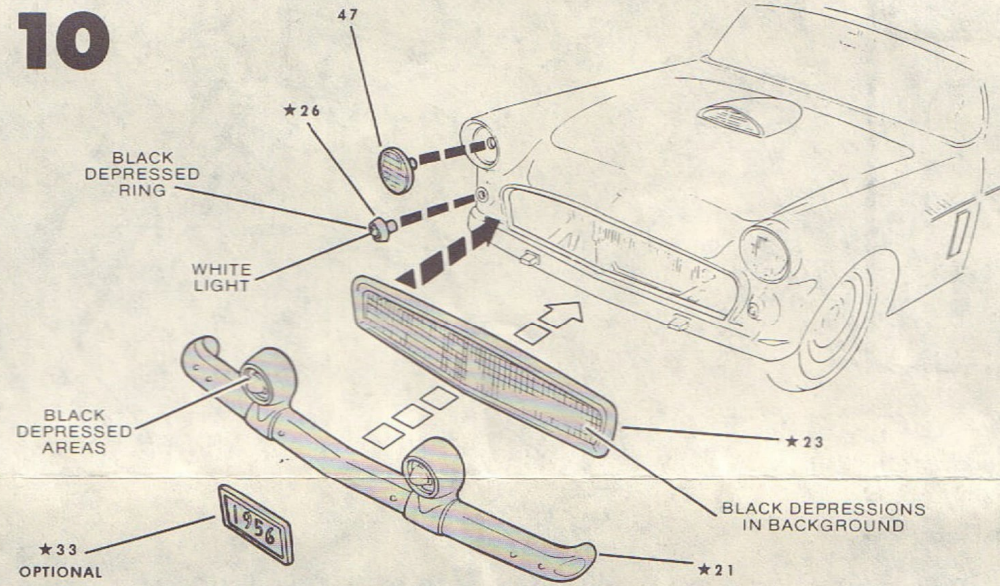


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- EPOXY assembled interior onto pins on body.
- Slip (do not cement) tabs on frame into slots in body - then using a screwdriver fasten frame to body with TWO screws.

10

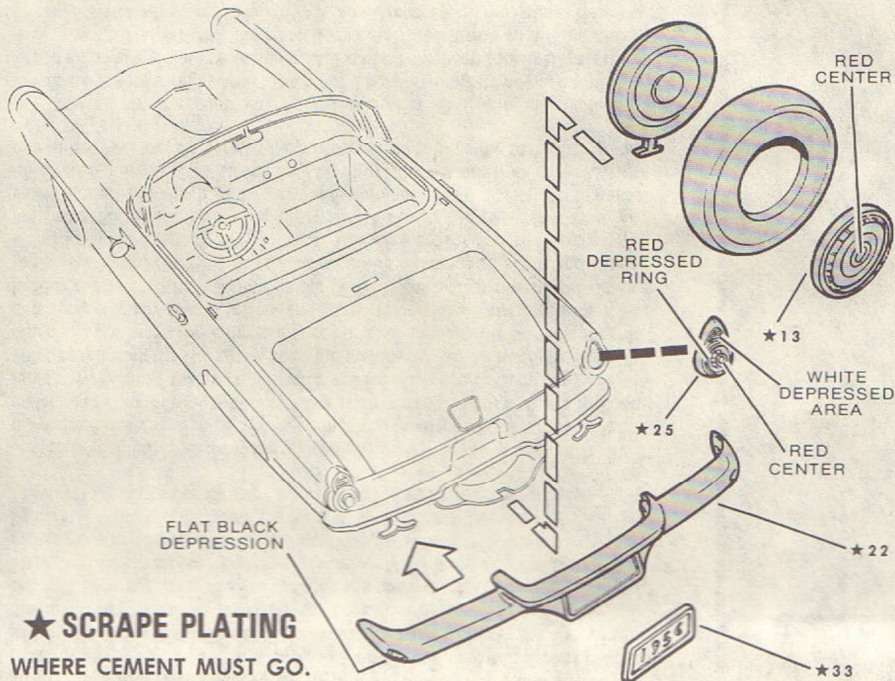


★ SCRAPE PLATING WHERE CEMENT MUST GO.

- EPOXY grille 23*, two lights 26* and two clear lights 47 into body.
- CEMENT bumper 21* to frame.
- License plate 33* is optional, it may be CEMENTED to bumper.
- Remove tape holding hood in place.

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- EPOXY two stoplights 25* to body.
- CEMENT bumper 22* to frame.
- EPOXY spare halves together - then EPOXY cover 13* in place.
- EPOXY assembled spare halves to frame.
- CEMENT license 33* to bumper.



★ SCRAPE PLATING WHERE CEMENT MUST GO.

12

- EPOXY clear window 46 to inside of top.
- EPOXY two bezels 32* into top.
- CEMENT two clear windows 48 into bezels from inside of top.
- Top may be PLACED or EPOXY CEMENTED TO BODY.

